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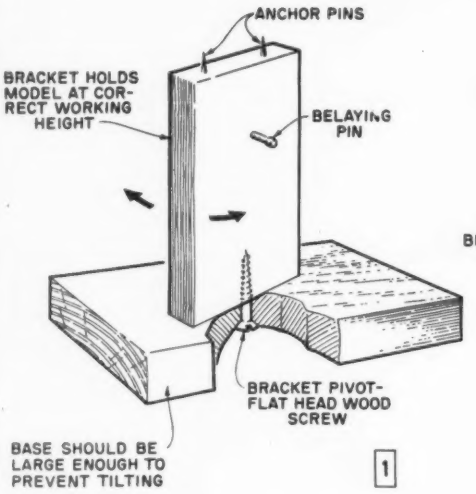
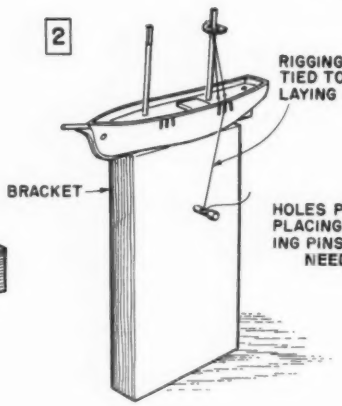
Karl Wede Collection

DEN DRAG

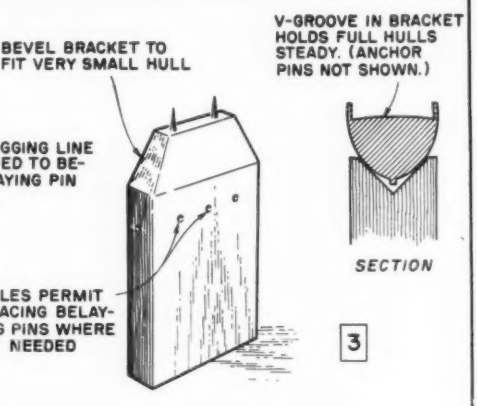
Commendiert durch Capt. PETER BRODERSEN, *von Amrum* 1800.


ANCHOR PINS
BRACKET HOLDS MODEL AT CORRECT WORKING HEIGHT
BELAYING PIN
BRACKET PIVOT-FLAT HEAD WOOD SCREW
BASE SHOULD BE LARGE ENOUGH TO PREVENT TILTING
1

BASIC STAND



MODEL ON STAND


BEVEL BRACKET TO FIT VERY SMALL HULL
V-GROOVE IN BRACKET HOLDS FULL HULLS STEADY. (ANCHOR PINS NOT SHOWN.)
SECTION
HOLES PERMIT PLACING BELAYING PINS WHERE NEEDED
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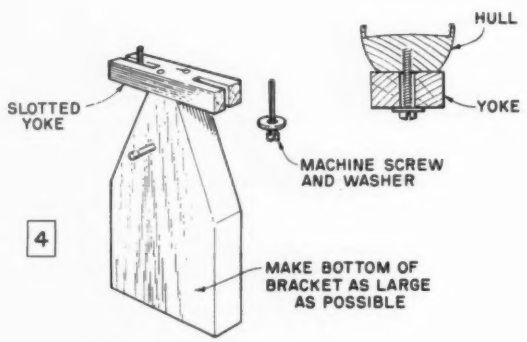
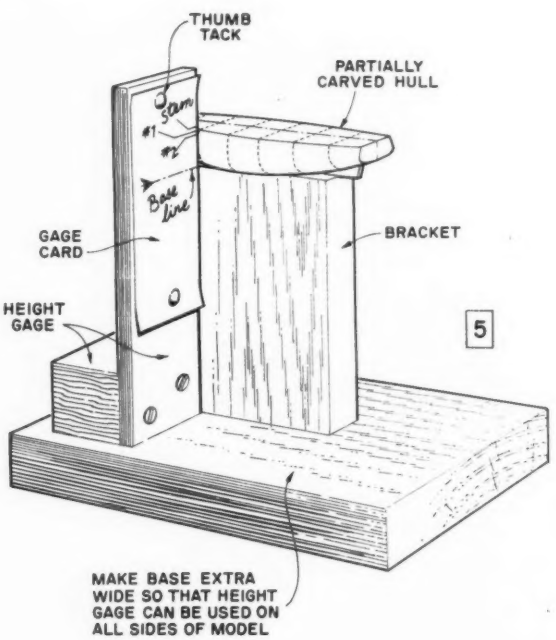
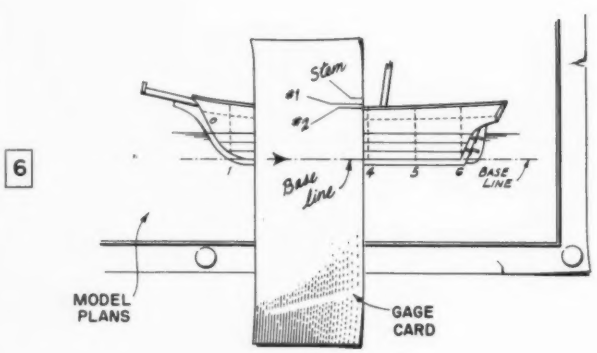
MODIFIED STAND FOR SMALLER MODELS



STAND FOR FREQUENTLY REMOVED MODELS



MARKING SHEER ON MODEL



TAKING OFF SHEER HEIGHTS

STAND FOR MINIATURE MODELS

BY ROY ROGERS

STAND FOR MINIATURE MODELS
By Roy Rogers

Here is a simple stand for holding miniature models while you complete work on them. All of the hull, except parts of the underbody, is accessible and there is no danger of crushing delicate parts with your hands. The stand is based on one used some years ago by Mr. James S. McCullough (N.R.G.).

The stand is simply two blocks of wood, a base and a vertical bracket held together by a countersunk flat head wood screw. (Refer to fig. 1). The screw serves as a pivot, permitting one to readily turn the bracket to the required position. Of fourse if the model is very small, it will be just as easy to pick up and move the entire stand. No dimensions have been shown since they will depend on the size of the hull. The base should be relatively large to prevent the stand from tipping over and shifting on the workbench. The bracket should be made as wide and thick as possible. A narrow bracket (approximately 3/4" for example) will probably prove too shaky for satisfaction.

Waterline models and some full hulls are held on the bracket by two anchor pins. Most full hulls, especially those of some size, will be apt to wobble. A V-groove, as shown in the section view of Fig. 3, will support them more securely (anchor pins are also used here.) When the model is unusually small, such as a life boat, the normal bracket is awkward and in the way. Keep the bottom of the bracket wide, but bevel the top to the boat size (see Fig. 3). The pins are brads with the heads cut off and filed sharp. Drill tight-fitting holes for these when the hull blank is first laid out to avoid the risk of splitting.

If the hull is removed from the stand constantly, the holes will become enlarged and will fail to hold. In this case it would be better to use the stand shown in Fig. 4. Small machine screws are substituted for the anchor pins. There is no danger of these working loose. Drill undersize holes in the hull blank and work in the screws so that they are actually self-tapping. The slotted yoke also enables one to shift the hull about to work on the stern or stem.

Fig. 2 illustrates a model being rigged on the stand. One end of the rigging line is hitched to a belaying pin in the bracket while the other end is adjusted. The belaying pin is a brad driven in a convenient place in the bracket. (I trust the rigging sequence indicated will not prove too shocking for our "serious" model builders! At the last minute, I changed this drawing to show the belaying pin in use and it is a well established fact that many miniature models are not rigged in the usual manner.) Depending on preference or necessity, several holes can be drilled in the bracket, as shown in Fig. 3, and the pin shifted according to need.

Figs. 5 and 6 illustrate an additional advantage of the stand. The rail sheer has to be located on a partially carved hull. Instead of measuring up with a scale, the sheer is marked with an especially made height guage. This height guage is a narrow piece of wood, about 1/4 inch thick, with a thick block for a base. To use, first draw a base line on the guage card (a thin sheet of cardboard), then slide the card along the model plans and at each station pick off the sheer height. (see Fig. 6) - In this example, the base line is the garboard rabbet line -

Because of the rise in each end of the vessel, you may notice some of the heights in the after section falling on top of the forward ones. It may prove easier to use two cards and keep the forward and after stations separated.

Next, thumb tack the guage card to the height guage, with the base line on the card in line with the top of the bracket (Fig. 5). Now you can slide the height guage

around the bracket and transfer the sheer locations to the hull. The complete operation takes a little time, but is quite accurate, and since all measurements are picked directly from the plans, there is no danger of misreading a scale.

When the top of the bracket has been grooved to fit a full hull, a different base line must be selected. With the model on the stand, make a reference mark on the bracket some convenient distance below the keel (possibly 1/2 inch). Locate this same point on the model plans and draw a new base line. The sheer heights can then be taken off as described previously.

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LOSS OF THE SCHOONER "STEPHEN BENNETT"

By Robert B. Applebee

The STEPHEN BENNETT, a three-masted schooner of 244 tons, dimensions, 127. Ox 30.0x9.0, was built at Rockport, Maine, in 1872 by the Carleton-Norwood Co. She was first owned by her builders and her first master was Captain George Bennett. For the last 10 years of her career she was commanded by her managing owner, Captain Robert Glass, and hailed from Boston. She was wrecked and sunk off Portland Head, Me., April 9, 1904.

The STEPHEN BENNETT, loaded with granite, from Stonington, Me., to New York, under the command of Captain Robert Glass, of Somerville, Mass., was trying to make Portland Harbor in a dense fog. The wind was light and visibility was at its poorest and beating into harbor under these conditions made the master quite uneasy. When the whistle of a large steamer, which later proved to be the SOUTHWARK, of the Dominion Line, was heard the captain's uneasiness became an alarm and as the SOUTHWARK'S whistle became more plain he ordered the long boat over the side and called the entire crew on deck. The cook evidently did not hear the call or was detained below as he was the only member of the crew to let the call go unheeded. Just as the long boat was well launched they heard the SOUTHWARK'S whistle call for full speed astern and at the same time the bow of the steamer loomed out of the fog. Captain Glass ordered all hands into the long boat and all came except the cook. As the boat pulled away the cook appeared and at the same time the SOUTHWARK struck the STEPHEN BENNETT, almost amidships cutting her nearly in half. She sank almost immediately. The SOUTHWARK was proceeding slowly and had reached a point off Portland Head where she was to swing to the eastward for Halifax, N.S., and at the same time drop her pilot. The tug PORTLAND was following the SOUTHWARK to take off pilot Martin. The cook's body was picked up at once and the doctor thought that he had died of fright as there was little water in his body and no scratches or bruises of consequence were in evidence.

The crew consisted of Captain Robert Glass, of Somerville, Mass., mate Robert Glass (son of the captain), seamen: James S. Briggs, of East Boston, Mass., Tony Pires, Cape Verde Islands, Fred S. Palmer, of East Boston and cook, William West, of South Yarmouth, Mass. The cook was the only fatality. Most of the shares in the vessel were owned by Captain Glass.

After the schooner was on the bottom her masts were still visible and they could be seen almost in mid-channel. The Collector of Customs, of the Portland Custom House, went out to the wreck and had the revenue cutter stand by, had the wreck lighted, and had buoys placed as she was in an extremely bad place for shipping entering or clearing the harbor. She was finally blown up by the U.S. Engineers and the wreckage removed from the harbor.

AN INTRODUCTION TO PLASTIC SHIPMODELS

by Andrew Hoigard

Foreword by Secretary J. W. Harbin

The latest media of ship model construction is the die-cast plastic kit which has appeared on the market, during recent years, in many different forms. The earlier products were somewhat on the primitive side but recent productions have reached a high degree of mechanical and chemical (e.g. plastic) perfection. The precision die-work evident in these products definitely indicate this phase of model manufacture has gone far beyond the casual stage. Although serious model builders frown on plastic models for various and understandable reasons, some further thought and understanding should be acquired by all of us so as to take advantage of the products offered when the opportunity is present. It is hoped that further technical information will be made available in the future so that our model-building members may keep abreast of their craft.

The following material was taken from a letter written by Mr. Hoigard to the Secretary. The informal style and humorous reflections of the author were thought to be a good introduction to the sometimes frustrating construction of plastic models, and it is hoped that some better methods will be forthcoming in the near future.

* * * * *

"I have come to the conclusion that I just can't cope with the darn things. Let me tell you, as briefly and indignantly as I can, about my experiences with them. I had looked at them and they seemed so simple. Everything fits together - snap-with little tabs and guide lines so you just can't fit things wrong. This is before you try to glue it. During the dry run, everything goes together like a Chinese jewel box, and you cannot even find the joints. However, when you apply the glue, things slide around, nothing fits, the glue slops over the surface and eradicates all those complex and pretty etchings that outline the doors and windows, etc., and somehow or another the whole thing turns out backwards.

I haven't completed one model to date, but have learned a thing or two about them. There have been a tug and a C-3 in the shop and once I gave a fellow a lot of advice about the GERTUDE L. THEBAUD (you know - things like, a schooner has two masts, one for'd, one aft). I managed pretty well with the tug, the only trouble being I followed directions. Using that plastic paint was the first thing wrong. It was so thick that it looked like it was laid on with a spatula instrad of a brush and dried so fast all you could see afterwards was the brush marks. Then, there was the glossy finish and the model, when painted, looked as if it had been simonized.

One of my neighbors thought that he had just the thing to add to the paint that would make the model look realistic. So I tried it on one of the little cabins. The cabin looks like a miniature quonset hut now and it is stuck to my bench and I can't get it off, even with a chisel. So now I use that paint as glue. If you need some bright red plastic glue, let me know.

Roger, my oldest boy, then started thinking. He thought that a little heat, in the form of a 200 watt bulb, would do fascinating things for the model. The tug we have now is a squatty little monster with lots of beam, damn little freeboard, and no headroom. No corners on anything. It looks like a tug that Pinen Farina would design. Have you ever seen a 'Sports-tug'?

The C-3 fared a little better. It didn't get much abuse, but it didn't get built either. Roger has promised that he would paint it but he hasn't gotten very far as yet. He has had his own problems. (I got so wrapped up in Roger's problems I forgot my own). Some one sent me a kit of the H.M.S. "BOUNTY". I don't know who it was and I think that is a dirty trick. And if this person thought he was going

to derail me, he will have to try again. I gave it to Roger and he put it together and he did a very good job on it. He found some flat paint, enough so that he could mix his colors and the model looks very good. Except for the rigging, and that was more than a match for both Roger and I.

But the basic ingredients are there and the BOUNTY is a good looking job. So is the Constitution. And I understand that there are half a dozen creditable models kicking around now and if and when we get this article together, we will cover all of that. Such an article will certainly be a lot easier than a GREAT LAKES thing. Good Gosh."

oooOOOooo

HISTORICAL MINIATURES
by John R. Stevens

Another event of great importance that has not been touched upon in the "Journal" is the discovery of the presumed remains of La Salle's "Griffon" on a small island off Tobermory (Ontario) in Georgian Bay. The construction of the remains is rather odd, but their measurements tally with the possible size of the "Griffon." The remains had been found by Orrie Vale of Tobermory, a boat builder, early in the century, and had been known to his family for over half a century before that. The "find" was made known to the public through John McClean, a reporter of the Toronto "Telegram" and Mr. C.H.J. Snider, Canadian marine historian. An article on the "find" in two parts has been published in "Inland Seas". Contention to the theory of the "find's" identity resulted in the fact being made known that the skeletons of 6 Europeans that can be identified as the "Griffon's" crew were found near the wreck.

The remains are too scanty to gain a clear picture of the hull shape, but the semi-circular stem, small frames, and raked stern post would tend to discount the fanciful drawing of the ship being built in Hennepin's "Travels" that would have it to be like a Dutch galliot. This resemblance to a galliot is noted by Hennepin, and perhaps taken too literally by the Dutch artist who engraved the plates. The fancifulness of these plates is pointed out by the presence in them of palm trees, which certainly were not growing in the Niagara penninsula in the 17th century! Steps for a main and mizzen have been found in the wreck, and the rig, if not hull form, might have been like a galliot's.

An article on the "find" in two parts has been published in "Inland Seas" and was written by Canadian marine artist Rowley Murphy.

-0-0-0-

I was at Silverton, Colorado in order to make some sketches of an old ship model I found in a hotel there. The model was supposed to have been built by a Colorado artist of Dutch origin, but was in reality an old model, c.1700 that this individual had doctored up. The type was originally single masted and flush-decked but it had head rails added to it as well as a flute type stern and a mizzen mast. Some of the alterations were easy to pick out when I saw the model first, a year ago, but I did not realize then that the stern had been added to, and took the type to be a galliot. It is a very large model, well detailed, preserving its original paint (except for the bottom) and still possessing a good part of its original rigging. It had been sawed in half in order to bring it from overseas but the joint is not too conspicuous. It is hard to understand why anyone would want to disfigure such a valuable model in order to make it look like something other than it was.

NOTES UPON THE LUGGER RIG

by D. L. Dennis

(Part I)

The following notes apply more particularly to the type of vessel known in French as lougre - a relatively large three masted lugger built for sailing and used for war or smuggling. The phrase "accompanying photographs" refer to those of a lugger model reproduced in the Nautical Research Journal for January-February, 1956.

The evidence, so far as I know it, appears to indicate that, in the 18th and the early years of the 19th centuries, it was at least a very general practice for luggers to carry their main and foresails (dipping lugs) outside not only the lee lower shrouds but the topmast ones as well, on all points of sailing. While hastening to admit that my knowledge of the ichnography of the subject is not exhaustive, all contemporary pictures that I recall show them so, including several of the early engravings of the nautically competent Baugean, showing luggers by the wind. Forfait in his book "Traité de la Mâture" (1788) shows two plates of luggers both seen from leeward; it is evident that the engraver's knowledge of a ship was very imperfect, but he shows the lee shrouds below the foot of the main and foresails and then they disappear behind them, and this appears to be one of the points where he correctly seized Forfait's meaning. It is true that French 18th century writers such as Forfait, Bourdé de Villehuet (Manual de Marin, 1733) and Lescallier (Traité du Gréement, 1791) say nothing about the position of the sails, nor in describing the method of changing the sails in tacking do they mention any necessity of touching the shrouds but Forfait's statement that the forward lower shroud was unhooked to facilitate trimming the sails appears to be conclusive. It is evident that unless the sails were outside the shrouds and the vessel by the wind that this would have been of no avail.

The first writer known to me to explicitly state the position of the sails (and the only one who wrote on luggers in any detail) is Nogués, Manuel de Jeune Marin, 1814. He states they were within the shrouds and if this practice was not universal in 1814 it certainly seems to have become so soon after. A French seaman, remarkable for his knowledge of old ships(P.J.Bruhier) told me there was never any fixed method of handling a lugger, that all depended on circumstances, and one can easily imagine circumstances authorizing a departure from the outside-shrouds method. If a reef was taken there would have been no object, in rehoisting the sail, to get it outside the shrouds (unless the wind was far aft) for that would only have made the necessity of overhauling them more probable. When a taillevent was carried it was inside because the tack boarded close to the mast, and the sail had little hoist anyway. Also if a vessel had to make a succession of short boards no doubt the sails would have been kept inside.

Each method had its advantages and drawbacks. When the sails were outside the shrouds, so long as the ship remained on the same tack, they were easily oriented to suit any change in the point of sailing, at least some of the lee shrouds remained set up and they were not in a position to chafe the sails or impair their set, but the shrouds had to be overhauled and set up again in tacking and the method of changing the sails was laborious. When the sails were inside the shrouds it was not necessary to touch the shrouds in tacking so long as the vessel was close-hauled on both boards, and an easier method of changing the sails could be used, but as soon as the wind became a little large, due to the restricted space between the mast and shrouds, the lee shrouds had to be overhauled, (despite which they interfered), or, with the wind well aft, the sails were gotten inside (before) the shrouds.

Evidently the second method was judged more convenient in the end since it finished by prevailing, as it did in the Mediterranean with the lateen rig.

The Spars:

The upper part of the knight head and the adjacent hawse-pieces were cut off on one side of stem (sometimes the port, sometimes the starboard) to form a notch to receive the bowsprit. Boxen wood was left on these timbers to avoid a vertical seam and the surface of notch was sometimes flashed with copper to protect the seams between the timbers against moisture. On the side of the stem was bolted an iron-hoop or gammoning-iron. The bowsprit bitts were abaft the foremast and every time a reef was taken in the lug sails the bowsprit was reefed and the jib replaced by a smaller jib. Hence there were a series of fid holes in the bowsprit so spaced as to keep the sail spread balanced. The bowsprit accordingly should not be tapered so much that when close reefed it would become loose in bitts and in gammoning-iron. To receive the heel-rope for rigging out the bowsprit there was a sheave in its heel - a snatch sheave in the model of the accompanying photographs.

There was nothing particular about the main and foremasts. There were no trestle nor crosstrees but an iron yoke with two square orifices - one that went over the masthead, the other receiving the heel of the topmast. There were no bibbs on the lower mast, hence the moment that the yoke received from the topmast caused it to press against the sides of the masthead, and the yoke should have a fair depth so that it would not cut into the sides of the latter. The cap was also of iron; the orifice that went over the masthead square, that for the topmast round. There was an eye forged on the cap abreast the centre of the masthead, that on one side being for the top-block, that on the other for the standing part of the top-rope.

The topmasts were almost invariably fidded abaft - I do not know why. There was a projection on the heel of the mast forming a shoulder that by bringing up against the lower part of the yoke prevented the mast from being hoisted through it. It will be noted in the accompanying photographs that the top-ropes are rove and very likely they were kept always so.

When the mizzen mast was stepped right up against the stern there were two chocks bolted to the counter timbers each with a square hole in it to receive the square heel of the mast. The lower one was placed just above the helmport, the upper one just below the taffrail. The tiller hence came inboard beneath the mast. Sometimes in order to permit stepping the mast with less vertical movement, the upper chock was made as in Figure I.

This method, if the mast was to have much stability, demanded that the two chocks be a fair distance apart. Other methods are shown in Figures 2 and 3. Sometimes when the mast was stepped a little before the sternpost a crooked iron tiller was used, sometimes the mast was offset to one side or the other in order to clear the tiller. When the bulwarks were low the iron braces shown in Figure 3 were often used. The bands that united them to the mast should not be above the mizzen tack.

Sometimes luggers carried no mizzen topsail and sometimes when they did it was carried on a long pole, without a fidded topmast.

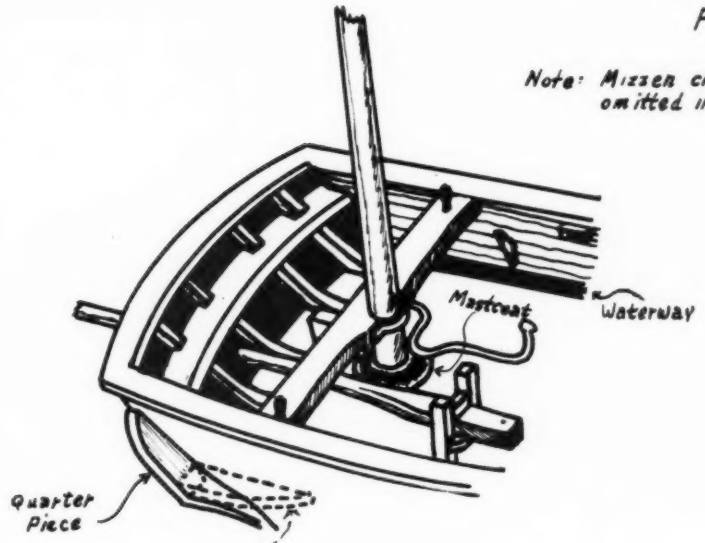
The Mizzen Bumpkin. Two ways of fitting this are shown in Figures 2 and 3 - one where it goes through a hole in counter or stern, the other and later where it passed over the taffrail. In the former manner its outer end was in

DETAILS OF THE LUGGER RIG

Drawings by I. B. Harris

Fig. 2

Note: Mizzen channels omitted in sketch.



Stern of Lugger model.

Fender (not on model - but generally used.)

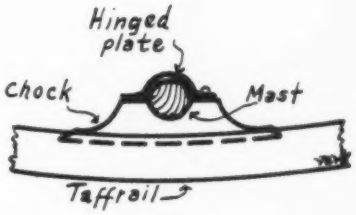


Fig 1

Fig. 4

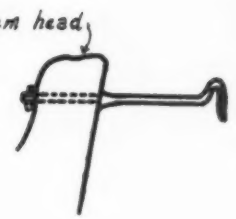


Fig. 3

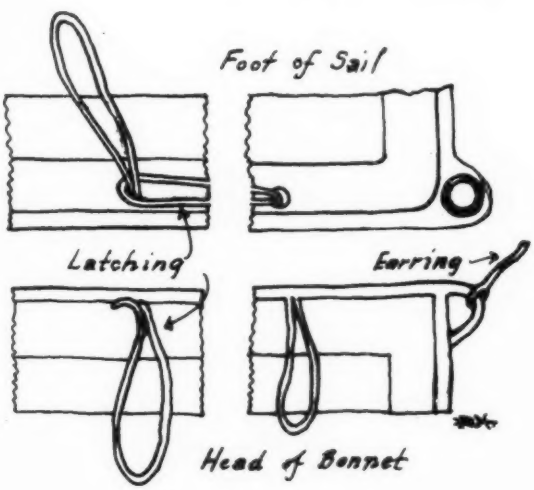
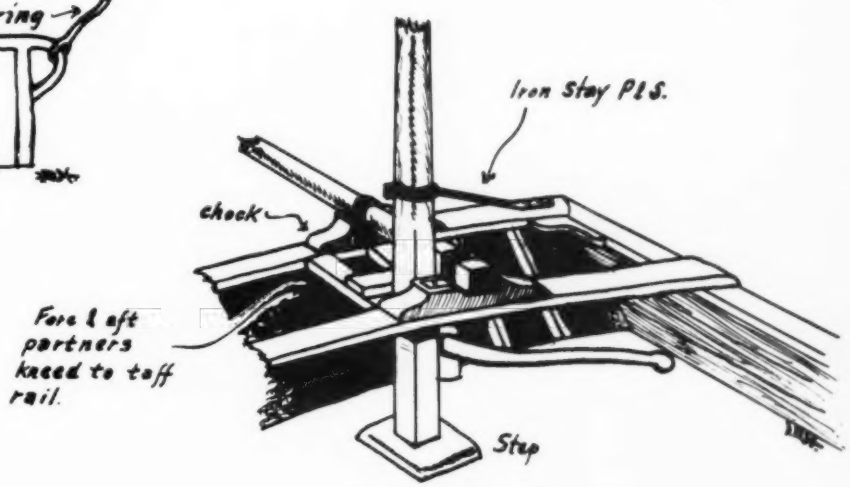


Fig. 5



Luggers Mizzen Mast Offset to starboard to clear tiller.

Detail Iron Stays

Plans of an 1844 French Lugger from the Admiral Paris Collection

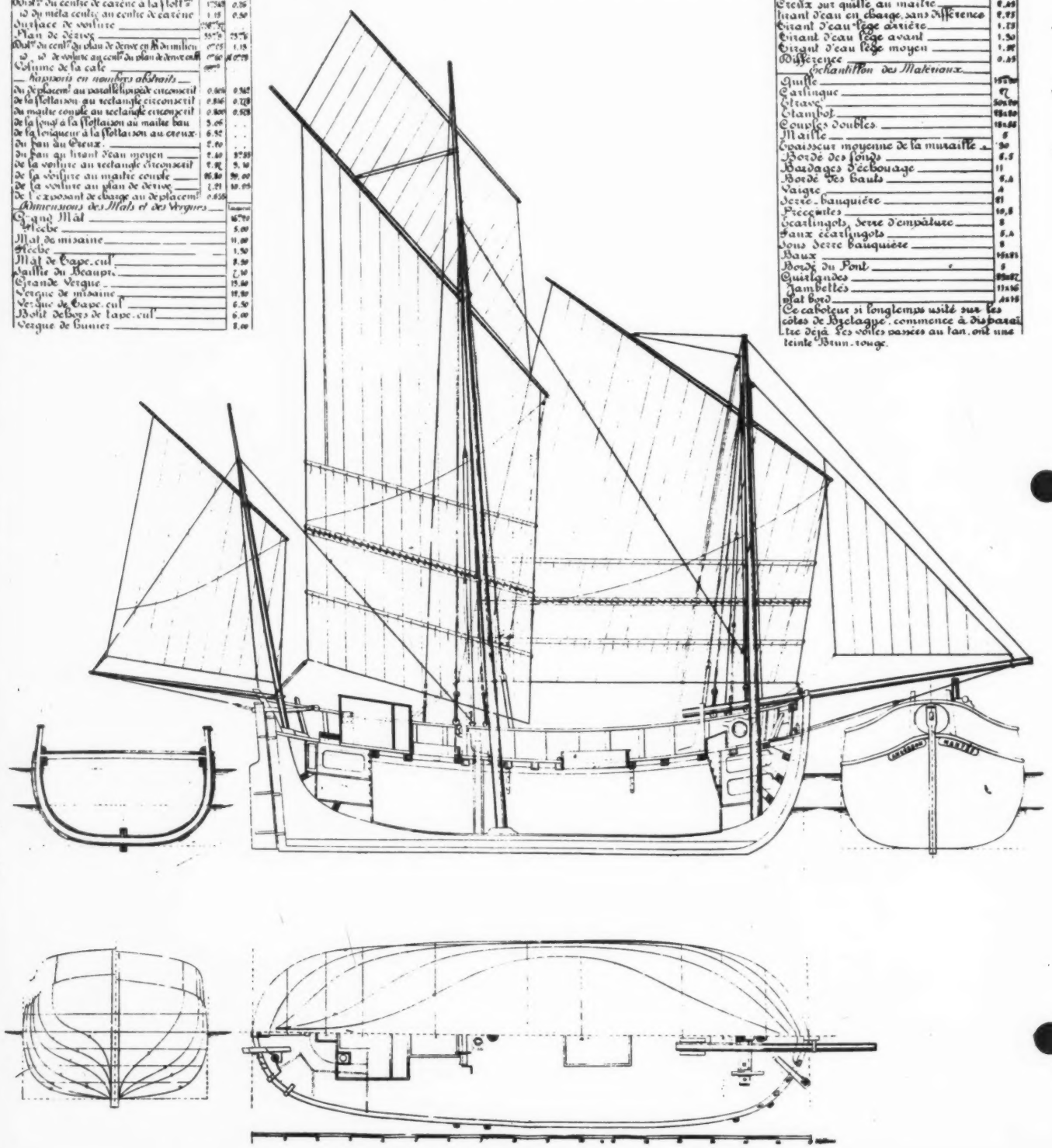
Courtesy of the Minneapolis Public Library

Anacreon, Chasse-Marée de Nantes, construit en 1844, Mesuré et calculé en 1866 par Mr Ormand Paris, Cuseique de Vaisseau. Echelle 0m,013.

Résultats des Calculs		
Déplacement en charge	174	462
Surface de flottaison	137	0,9
Surface du maître couple	0.62	5.05
Mom.t du centre de carène à la flott.e	1.348	0.35
id. de mêla centre au centre de carène	1.15	0.50
Surface de voilure	298	75
Plan de dérive	35	23
Mom.t du centre du plan de dérive en M du milieu	0.25	1.13
D.o id. de voilure au centre du plan de dérive calculé	0.40	16.079
Gîtume de la cale	0.05	
Rapports en nombres abstraits		
du déplacem.t au parallélipipède circonscrit	0.616	0.342
de la flottaison au rectangle circonscrit	0.836	0.778
du maître couple au rectangle circonscrit	0.800	0.929
de la fosse à la flottaison au maître bau	3.06	. . .
de la fosse à la flottaison au creux	6.92	. . .
du bau au Creux	2.10	
du bau au tirant d'eau moyen	2.40	1.88
de la voilure au rectangle circonscrit	0.85	3.30
de la voilure au maître couple	26.80	39.00
de la voilure au plan de dérive	1.01	10.05
de l'exposant de charge au déplacem.t	0.656	
Dimensions des Mats et des Vergues		
Grand Mât		16.70
Perche		5.00
Mat de misaine		11.00
Perche		1.50
Mat de Cape, cul		8.50
Saillie du Beaupré		2.30
Grande Vergue		13.00
Vergue de misaine		12.00
Vergue de Cape, cul		6.50
Bout de Bois de Cape, cul		6.00
Vergue de Bunier		2.00

Dimensions principales.	
Port-hout sur terre	18.50
Longueur à la flottaison	18.00
Longueur de tête en tête	16.80
Largeur au fort	5.20
Creux sur quille au maître	2.60
Tirant d'eau en charge, sans différence	2.93
Tirant d'eau Lège arrière	1.73
Tirant d'eau Lège avant	1.30
Tirant d'eau Lège moyen	1.52
Différence	0.43
Echantillon des Matériaux.	
Quille	1.50
Carlingue	0.7
Etrave	0.50
Etambot	0.40
Courbes doubles	0.35
Maille	0
Epaisseur moyenne de la muraille	0.30
Bordé des fonds	0.5
Bordages d'écbouage	11
Bordé des hauts	0.4
Vaigre	4
Serre-bauquière	01
Preceintes	0.8
Ecarlingots, serre d'empâture	0
Faux écarlingots	0.4
Sous serre bauquière	0
Baux	0.25
Bordé du Pont	0
Quirlandes	0.27
Jambettes	0.16
Plat bord	0.15

Ce caboteur si longtemps usité sur les côtes de Bretagne, commence à disparaître déjà. Ses voiles passées au tan, ont une teinte Brun-rouge.



the prolongation of the centre line of the ship, but its heel at the bitts was offset to keep it clear of the mast and tiller. Sometimes the inner end was fastened to the mizzen mast with a gooseneck and it rested in a chock on taffrail as in Figure 3. It could the be triced up parrallel with mast when the vessel was in harbor.

Fore Tack Bumpkin. Often the foretack did not project beyond the stem head and in that case there was no bumpkin. The photographs show a very long bumpkin. When the bumpkin was short it was often as in Figure 4.

There was nothing particular about the yards. They had a hole in each end for the outside turns of hear earings. It will be noted in photographs that the lower yards are leathered in wake of mast.

Standing Rigging. In the 18th and early 19th centuries the bobstay went over the end of the bowsprit with an eye, it then lead either through a snatch block bolted to, or an ordinary block stropped to an eyebolt driven in the side of stem just above load line, thence through a fairlead in bow and set up inboard with a tackle. The bobstay proper should extend inboard a sufficient distance to make it possible to overhaul the bobstay and trice it up to the bowsprit in case the cable growing athwart the stem made this necessary. Nogues says that in vessels of mean size the jib outhaul, lead as just described, did duty for a bobstay. Steel (Rigging and Seamanship, 1794) in his list of rigging for a 200 ton cutter gives no bobstay but does give a heavy jib outhaul supplied with an iron bound snatch block, so this method may have been used in vessels by no means small.

Sometimes an ordinary block was stropped through a transverse hole through the stem, for the bobstay which then lead inboard through a hole near the stem and on the opposite side from the bowsprit. If a block was stropped to an eyebolt in the side of the stem it was on the same side of the stem as the bowsprit and the hole was outside the bowsprit. I have never seen a check-block in a model or a picture but it must have been bolted to the side of the stem away from the bowsprit as the hole would need to be almost directly above it.

Later the bobstay was fitted as shown in the photographs.

The bowsprit shrouds went over the bowsprit with a cut splice and had blocks (generally double) spliced (or turned) into their inner ends, which communicated with single blocks hooked to eye-bolts (eye-plates in the model in the photographs) in the wales, the falls leading inboard through fairleads or ports. It is desirable to locate these eyebolts so that the shrouds are out of the way of the hawse and also of the anchor when being let go or catted; but this is difficult to do and still give them enough spread; nor was it imperative as they could always br triced up.

It goes without saying that there should always be enough drift between the blocks of the bobstay and bowsprit shroud tackles to prevent them coming two-blocks before the bowsprit was close reefed.

The Main and Foremasts. There were two, sometimes three, shrouds per side. Until about 1820 these were a candelette (set up with a tackle instead of with deadeyes), or a bastaque - each one composed of a pendant, a runner and a tackle like those of the photographs. They generally differed from these in that the pendants were shorter and the runners longer, nor did the latter usually have as much spread as those of the main shrouds (the standing part of the runners being also made fast to chain plates in the channels) nor were they so bunched as those of the foremast. French practice differed from English (at least in square-riggers) in that that at the foremast the port pair of shrouds No. 1 went over first. Very frequently also there was a candelette at each side on both masts - a luff or two-

fold tackle the upper block of which hooked to a short masthead pendant, the lower block (when the tackle was not used for some other purpose) to the first chain plate. If there were but two shrouds, the candelette pendants went over with a cut splice; if there were three the pendant and first shroud constituted the No. 1 pair and then the pendant should be forward, as otherwise when the candelette was used as a backstay a great stress would have been produced in the seizing of the eye, if the shroud were simultaneously set up. When there were but two shrouds and they were à bastaque the standing parts of the two runners were sometimes adjacent, an arrangement that tended, when both shrouds were being set up simultaneously, to keep the group manning one out of the way of that manning the other. There was no uniformity however; sometimes the standing part of the runner was before, sometimes abaft its hauling part. Whether à candelette or à bastaque the tackles were generally luffs (often with fiddle blocks) and the upper block was a double one.

Forfait says that luggers did not have channels, that their shrouds set up to eyebolts in the wales and that there were always an abundance of such, so that whenever a shroud interfered with trimming the sails it could be shifted elsewhere. If there were no channels in 1788 they were usual ten or fifteen years later. As far as I know the less common practice of setting up the shrouds with deadeyes - one rather foreign to the genius of the rig - did not begin until about 1820. Nogués in 1814 mentions only tackles.

The lead of the fore and main stays of the model of the photographs is wholly exceptional, ordinarily they went over the masthead with an eye. Nogues says that both had thimbles in their lower ends' the main set up to an eyebolt in the deck about 5 feet abaft the foremast, the fore to one in the stem head. This made the forestay so nearly parallel with its mast that it would do little good, and by far the usual practice was to lead it through a sheave or block at the end of the bowsprit and set up inboard with a tackle. Nogues says the topmast stays went over above the shrouds and very likely the same was done with the lower rigging. Some luggers had no forestay other than the jib halyards.

There were usually one topmast shroud per side which were set up with gun-tackles to an eyebolt in the chains between the shrouds or to one in the wales abaft them. Often there were no topmast stays. If there were the fore lead through a block on end of bowsprit (often a double one, one sheave serving for the forestay) and set up inboard with a tackle; the main topmast stay through a block on the after side of fore cap, lead down abaft mast and set up with a tackle on deck.

There was seldom a mizzen stay; if there was it set up abaft mainmast to an eyebolt in the deck. There were two mizzen shrouds per side à candelette, but no candelettes (pendant tackles). The shrouds might as well set up with deadeyes as the exigencies of navigation did not require overhauling them. They were often no mizzen topmast shrouds and seldom if ever a topmast stay.

The only rigging of the mizzen humpkin were two guys that went over the end with a cut splice and set up with tackles to eyebolts in the wales near their after end. The falls lead inboard.

The Sails:

At first up to 1820 or later the lugsails had little peak their yards making an angle of 20 degrees to 30 degrees with the horizontal. This was subsequently increased to around 45 degrees.

The lugsails had three reefs or, very frequently, the part of sail below position of second reef consisted of a detachable bonnet. This had the advantage that when the sail was reefed, the bundle of wet canvas at its foot never exceeded that corresponding to one reef. The luff and leech cringles of bonnet and sail were fastened to each other by an earing and the bonnet was fastened to the foot of the sail by means of "latchings". These were loops of small stuff sewed to head of bonnet at intervals of about a foot (two to a cloth). The bight of the latchings adjacent to leech and luff were thrust through a corresponding eyelet in tabling (hem) of foot of sail, then the bights of the next latchings inside, having been put through their eyelets, were thrust through the bights of the first latchings, and so on until the centre was reached where the two adjacent latchings were long enough to be knotted to each other. (See Figure 5)

When the sail was reefed the sheet and tack were shifted to the cringles of the appurtenant reef band, hence no reef earings were needed. The part of sail furled was made up in S-like fold to shed water better - never rolled.

In English ships the roping, tabling, etc., was on port side. This was merely to afford a means of telling "which side was which" when bending.

The taillevents were standing lugsails that replaced the main and sometimes the fore, dipping lugs in blowing weather. The idea was not so much replacing larger by smaller sails as replacing a type of sail that was dangerous if taken aback in a strong wind by one that was safe. According to Forfait the taillevent yard was about 5/7 of the dipping lug yard, but as a standing lug yard was slung 1/4 and a dipping lug 1/3 of its length from the nock, its projection abaft the mast was not proportionately diminished. The hoist was also less so that the area of the taillevent was about half the corresponding fair weather sail. I think taillevents and gaff trysails were mutually exlusive. The latter seem to have gone out of use about 1800. Forfait gives 0.336 and 0.294 as of the length between perpendiculars as length of main and fore gaffs respectively.

The close reef band was about in middle of luff.

(To be concluded)
oooOOOooo

PART II

First War Service of the "ESSEX" under Captain David Porter
by Frances Diane Robotti

Captain Porter's father David and his Uncle Samuel had both commanded American ships in the War of Independence. Born in Boston on February 1, 1780, David Porter had a colorful career before assuming command of the "ESSEX". In 1796 at the age of sixteen, he had accompanied his father to the West Indies. In two subsequent voyages, he was impressed to British vessels, but managed to make his escape. At eighteen he served on the "CONSTELLATION" as a midshipman of the foretop when that vessel defeated the "INSURGENTE". In October 1799 at nineteen, Porter was promoted to Lietenant and during the year engaged in four successful actions with the French. He was, in fact, placed in command of one of the French ships taken by the Americans. While serving as First Lieutenant on the "PHILADELPHIA" during the war with Tripoli, Porter was taken prisoner when that hapless vessel ran onto rocks and was captured by the Tripolitans in 1803.. Released from prison in June of 1805, he was commissioned in April of the following year as Master Commandant and from 1807 to 1810 served about New Orleans, capturing several French privateers in these waters. In 1812 at the age of thirty-two he was promoted to Captain.

The first cruise of the "ESSEX" under Porter extended from July to September of 1812. The "ESSEX" sailed wouthward and early took several prizes, destroying most of the vessels during the battle of capture and taking prisoners on board the "ESSEX". When weather conditions in the southern waters proved unfavorable, Porter set his sails northward for a rendezvous near Newfoundland with the enemy. One night, he relates in the Journal, a few weeks from port, the "ESSEX" came upon a small fleet under the convoy of a large vessel which was leading them. It became evident that the strange sail were British. Just before sunrise, Captain Porter hailed the sternmost of the fleet and ascertained that the group comprised seven transports which were being convoyed by a frigate said to be the "MINERVA" 36 guns, and a bomb vessel. Some records say that the convoy was the "NIMROD", 32 guns. Upon discovery that the "ESSEX" was an enemy, the transport made ready to signal to the fleet the presence of this threat. At this juncture, Captain Porter made a hurried decision to take possession. He was able quickly to pluck the prize, found to be quite a plum - a transport packed with soldiers. So much time was used in subduing and typing up the struggling prisoners that it was full daylight when the task was finished. Too late to bring immediate action against the fleet.

According to the list of prizes taken by the "ESSEX", the transport in question, No. 299, was a brig carrying 197 troops bound for Quebec. Two days later, on July 13th, the "ESSEX" subdued and took the "LAMPREY", Brig, carrying a cargo of rum. Two weeks after that, on July 26th, the "ESSEX" subdued and took the "LEANDER", a Brig, carrying only five men. August was to prove a fruitful month for the taking of prizes in the early months of the struggle with Great Britain. On August 2nd, the record tells that the Brig "HERO" carrying only ballast and crew of eight men fell to the "ESSEX". On the same day the "NANCY", Ship, with 11 men on board and of undertermined cargo was taken and a quick business deal arrived at. She was ransomed for the sum of $14,000. The following day, the "ESSEX" took the Brig "BROTHERS" carrying 10 men and established this vessel as a cartel for prisoners. Success breeds success. On August 8th, Captain Porter took the "KING GEORGE", Brig, carrying 10 men and cargo of coal and salt. This vessel he ordered to Boston. On August 9th there was an action with the Brig, "MARY" carrying 9 men. A short and fierce exchange left the "MARY" hopelessly enveloped in flames.

Following this stimulating start, there occurred on August 13th that encounter which is most quoted in our history books - six days prior to the famous action between the "CONSTITUTION" and the "GUERRIERE" - during which the "ESSEX" became the first to take a fully armed British vessel of war in the conflict of 1812-1814. Disguising the "ESSEX" as a merchant ship, Porter soon met up with a strange sail. Deceived by the innocent appearance of the "ESSEX", the stranger came sailing down freely toward the American ship and her doom. Drawing closer, the foreign vessel showed some caution and misgivings while the "ESSEX" kept away under short sail. Then, the "ESSEX" showed a commercial ensign which emboldened the English vessel to close in. She brought herself on the weather quarter of the "ESSEX". Hoping for her part to take an American prize without too much trouble, the stranger set the English colors and released her fire. At this moment, the "ESSEX" knocked out the gun ports which had been part of the disguise and at close quarters opened full fire upon the enemy. The strategy of surprise proved successful. After receiving one or two discharges, the crew of the stranger deserted their gun decks in terror and fled below for cover. Only eight minutes after the "ESSEX" had released her first fire, the English ship struck her colors. The prize proved to be the "ALERT" Captain T.L.P. Langharne, 20 guns manned by 98 men. The "ALERT" had 18 32-pounder carronades and 2 long 12-pounders.

It was not expected that the "ALERT" with one-third the number of men and less than half the guns could successfully resist so powerful ship as the "ESSEX". It was surprising, however, that the "ALERT" offered so feeble a resistance and struck her colors so promptly. The answer was soon apparent. When Captain Porter boarded his prize, he found seven feet of water in the hold and had to act quickly to prevent the "ALERT" from sinking. She was disarmed, converted into a cartel for prisoners and dispatched to St. Johns. Encumbered with prisoners from the many prizes the "ESSEX" had taken, the "ALERT" was maneuvered safely to New York and there reported to Admiral Duchworth. In New York, the "ALERT" was equipped to serve as a U.S.Cruiser. Meanwhile the "ESSEX" was not idle. Following the "ALERT" incident, the "ESSEX" recaptured the British Ships "PRINCESS ROYAL" and "KITTY", Brigs "FAME" and "DEVONSHIRE" and the Schooner "SQUID". The "ESSEX" had in all 424 prisoners of war.

There was opposition of course. On two occasions the "ESSEX" had to run for her life and was smartly chased by frigates of the enemy. Hesitating to hazard an engagement in gunfire with two English frigates concurrently, Captain Porter contemplated having one of the enemy boarded by stealth for strategic purposes. By some unexp lained incident, however, the ships passed each other in the darkness. Shortly afterward we find the "ESSEX" coming into Delaware to replenish her water supply and stores. This was on September 3, 1812. It was while here that Captain Porter received his orders from Commodore William Bainnridge in Boston. On September 15th, Bainbridge had been placed in command of a Squadron comprising his flag ship, the "CONSTITUTION", the sloop-of-war "HORNET" and the "ESSEX" The "ESSEX" was destined never to meet with the other two vessels. Under orders from Commodore Bainbridge, she sailed directly for Cape de Verdes and thence to Fernando de Noronha. If she could make no connection there with the "CONSTITUTION" and the "HORNET", Commodore Bainbridge had directed Porter early in February to touch at the Island of St. Catherines below Rio de Janeiro on the eastern coast of South America. Porter's directions were to remain here a fortnight, then to proceed to St. Helena, thence to continue his cruise southward until the 1st of April. His mission in these waters was to intercept British East India ships homeward bound with rich cargoes. The Commodore further directed in his orders that if the contemplated junction between the "ESSEX" and the other two vessels of the Squadron were found to be impracticable, then Captain Porter was "to act in conformity with his own judgement". The results of executing this latter part of his Commodore's orders was to make of Captain David Porter a national hero upon his return.

On October 26, 1812 Commodore Bainbridge left Boston with the "CONSTITUTION" and the "HORNET". Two days later the "ESSEX" sailed from the Delaware and stood to the southward and eastward. The second cruise of the "ESSEX" under Captin David Porter extended from October 28, 1812 to March 28, 1814. In anticipation of a long cruise, her crew at this time was larger than usual and the number of officers and coopers was greater than belonged to a vessel of her class. There were 319 men on the muster roll which included three commissioned and two acting lieutenants and 12 midshipmen. These circumstances were probably responsible for the "ESSEX" not reaching the appointed rendezvous at Fernando de Noronha in time. With the unusually large amount of supplies taken in, the "ESSEX" drew too deeply to sail fast and by the time she reached the meeting place, the "CONSTITUTION" and the "HORNET", having waited as long as they could for Porter's arrival, had already departed. On his way to the expected rendezvous, Porter was to have an experience upon which his whole Pacific career was to depend.

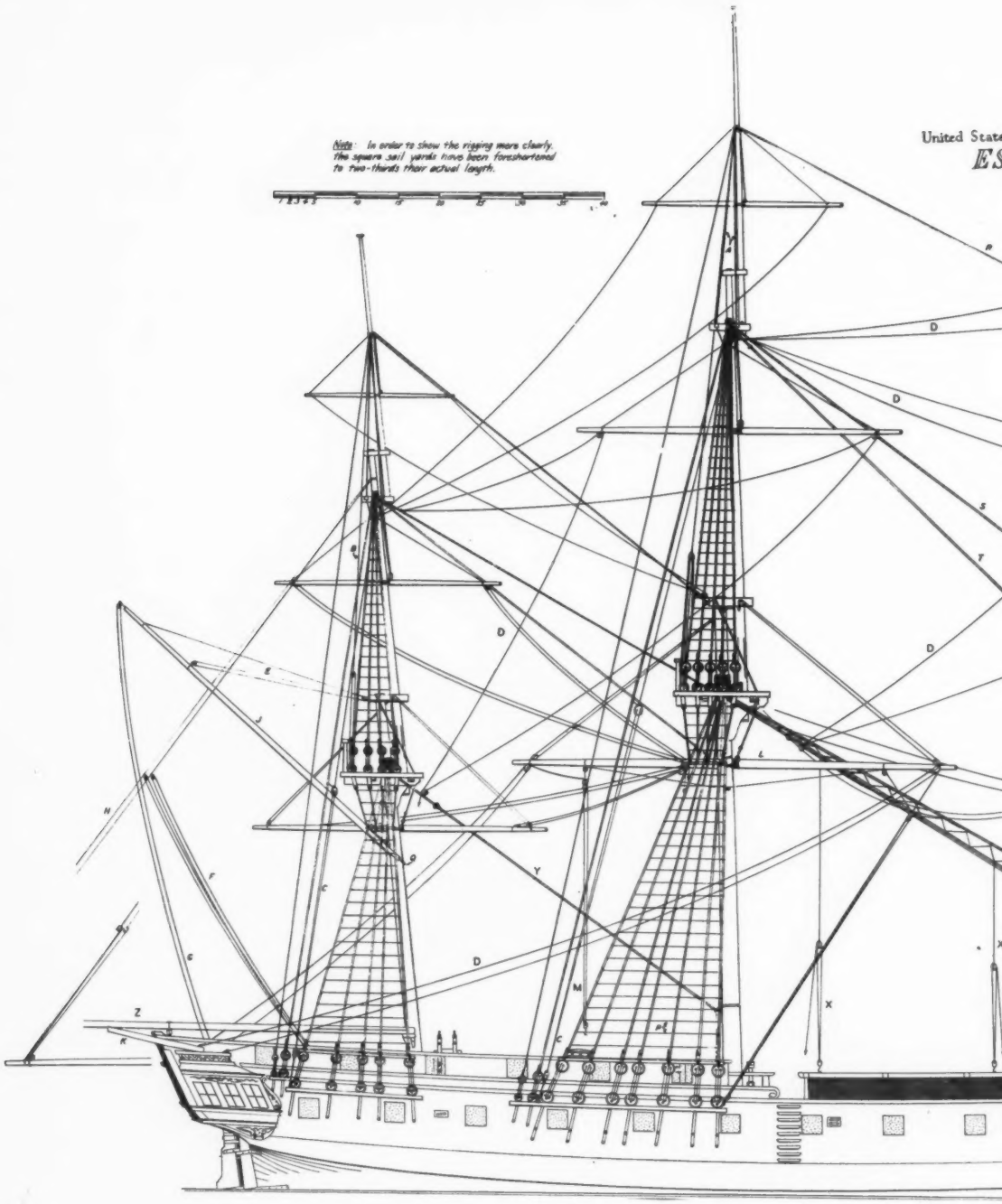
For the "ESSEX" it was a long run and a fortunate one. On December 11th, she crossed the Equator in longitude 30W. On the following afternoon, an enemy vessel was sighted and the "ESSEX" gave chase for several hours. By nine in the evening the "ESSEX" was within musket shot. The strange brig was hailed and ordered to heave-to to the windward. Instead of complying, the other captain tried to cross the stern of the "ESSEX" in order to rake her with gun fire and then to make an escape to the leeward. A prompt volley of musketry was the answer of the "ESSEX" to the sally of the stranger. It killed one man. Very suddenly and without further ado the captain of the stranger struck his colors. The prize proved to be the "NOCTON" 10 guns, a British government packet manned by a crew of 31 men en route from Rio de Janeiro to London. The "NOCTON" carried a small but valuable cargo in the form os specie. Captain Porter lost no time in taking possession of and transferring to the "ESSEX" no less than $55,000. The next day the "NOCTON" was manned with a prize crew of 17 men in charge of Lieutenant Finch with orders to bring the "NOCTON" to the United States. Between Bermuda and the Capes of Virginia, Lieutenant Finch was overtaken, overpowered and lost the "NOCTON" to a British frigate.

Two days after the "NOCTON" incident, the "ESSEX" arrived at the Island of Fernando de Noronha, and as we have seen, too late to meet the "CONSTITUTION" and the "HORNET". However, Captain Porter was cheered to find there a letter from Commodore Bainbridge, advising that he would find the other vessels of the Squadron off Cape Frio. Eleven days were consumed in taking in water supplies and for general recruiting. When Porter proceeded to Cape Frio, he saw nothing of the "CONSTITUTION" or the "HORNET". The "CONSTITUTION" was occupied in acquiring new laurels. Porter learned that she had captured the "JAVA" off St. Salvador. In these waters, the "ESSEX" was also to try her luck. She chased an enemy vessel a pace, but experienced such untoward and heavy weather, Porter decided to change his cruising ground. On December 29th, he was successful in taking a British merchant vessel carrying a cargo of hides. It proved to be the Schooner "ELIZABETH". During the exchange of fire, the hapless "ELIZABETH" caught fire and was completely destroyed. Some Portuguese vessels informed Porter that the "CONSTITUTION" and the "HORNET" were in the vicinity. For a week Porter struggled against strong and contrary northerly winds in a supreme effort to join Commodore Bainbridge. Making little headway, he decided to run to St. Catherine for water. Meanwhile, he received a report that the Squadron was in trouble.

It appears that the "MONTAGUE" 74 guns, had sailed from Rio de Janeiro to blockade the American ships off St. Salvador. Failing in his attempts to join Commodore Bainbridge and weighing the great rick of an engagement with a ship-of-war of 74 guns, Captain Porter invoked that part of the Commodore's original orders which bade him to "act in conformity with his own judgment". He came to the decision to abandon a meeting with the Squadron and to push his "ESSEX" around Cape Horn on his own initiative without specific instructions from his superior.

The Pacific Adventures of the "ESSEX" under Captain Porter

The "ESSEX" had left St. Catherines by the 26th of January 1813. The season was certainly late for doubling the precarious Horn and the odds were greatly against success. Porter had on board one small and imperfect ocean chart. His ship was also direly in need of cordage. Provisions and naval stores were low. As he explains in his Journal, he hadn't much choice. He felt "his course lay between the attempt to get around the Horn, a capture or blockade and starvation". On the other side of the ledger, he now possessed $55,000 in specie taken from the "NOCTON" and the knowledge that in the Pacific he would find the British whaling fleet as well as friendly American whalers with stores and provisions.


Note: In order to show the rigging more clearly, the square sail yards have been foreshortened to two-thirds their actual length.
United State
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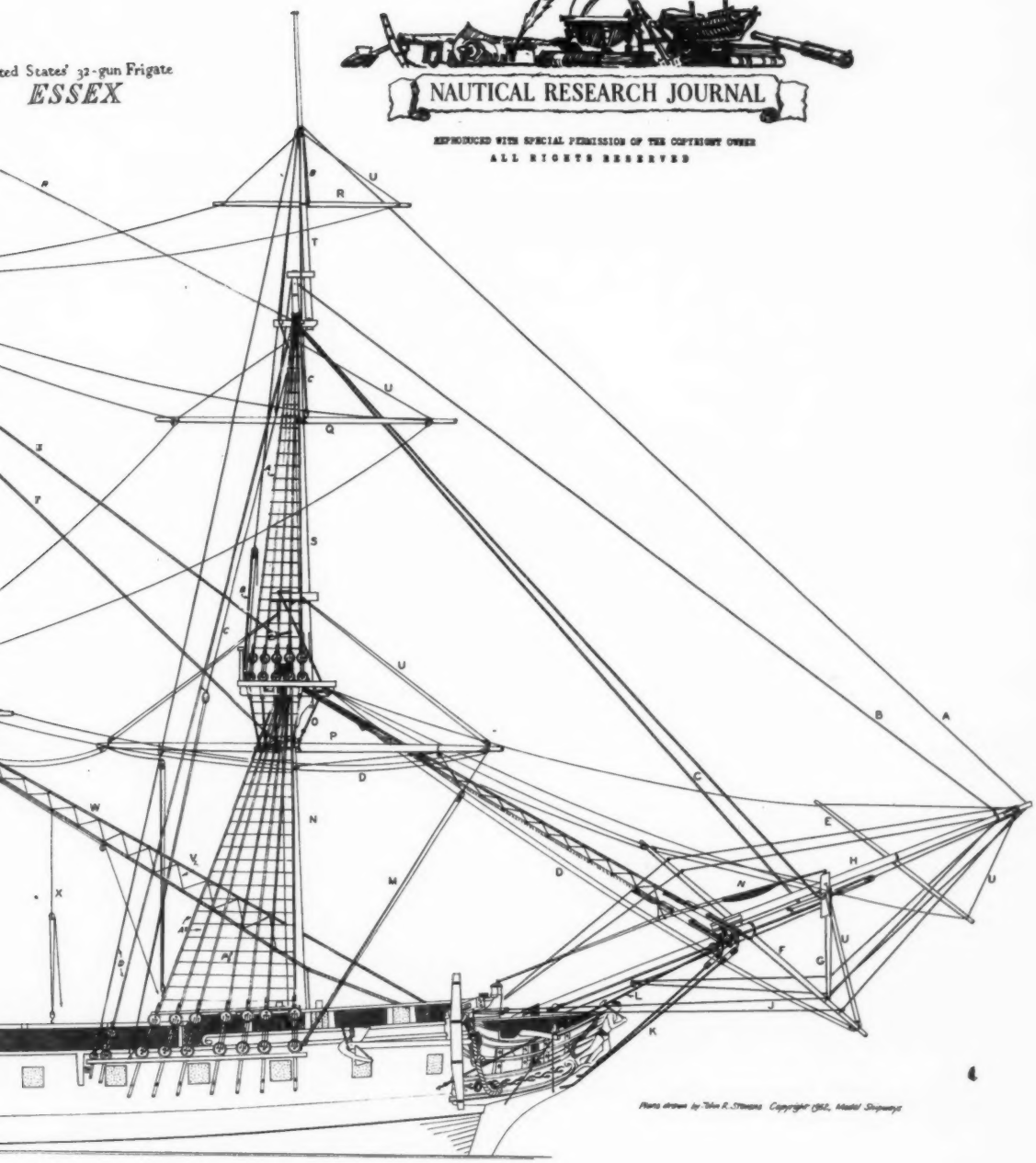
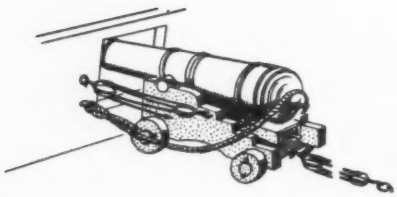
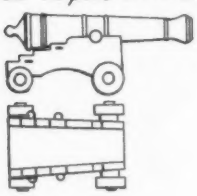
ced States' 32-gun Frigate
ESSEX



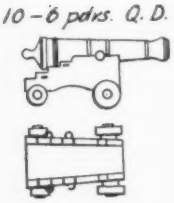
Plans drawn by John R. Stevens. Copyright 1962, Model Shipways

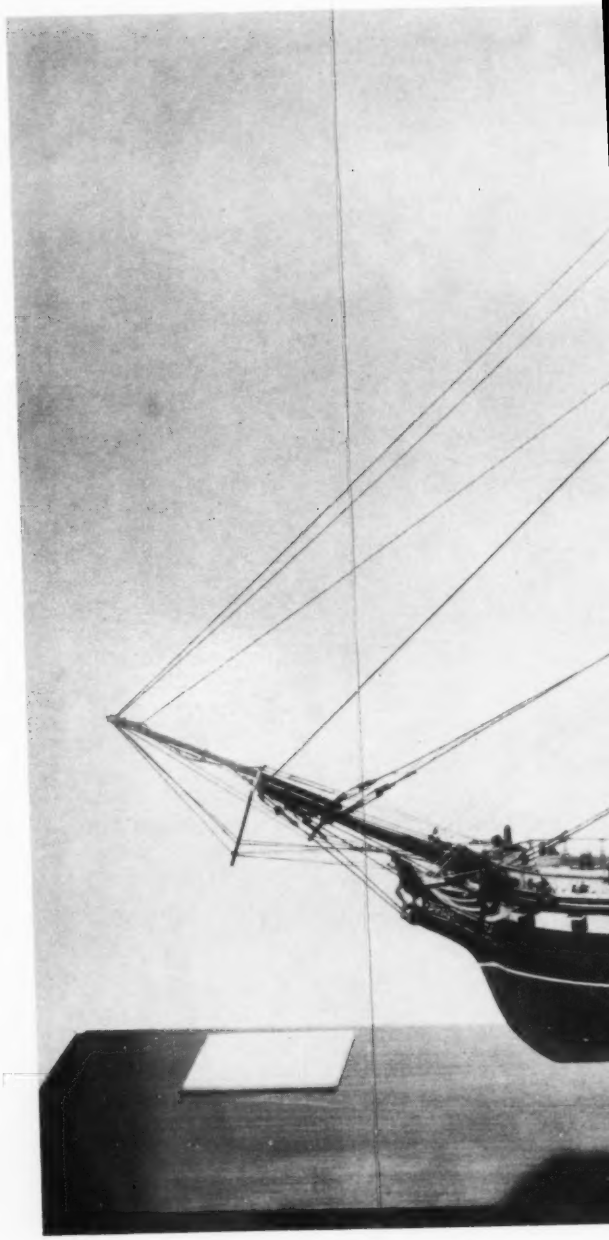


22 - 12 p'drs. main battery



10 - 6 p'drs. Q. D. & F'castle





Model of the ESSEX b

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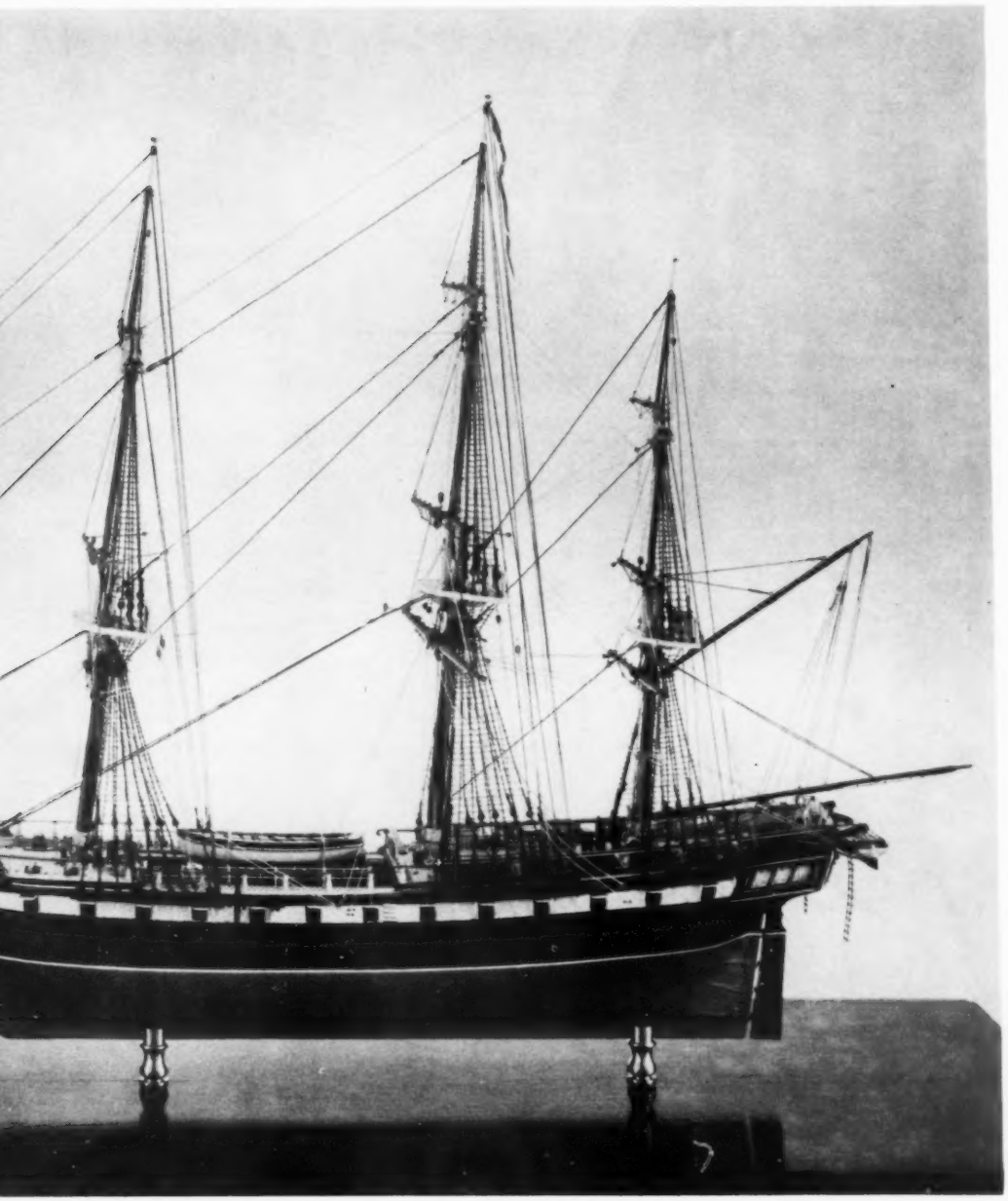


EX by J. Shindel Kamp N.R.G. of Chester, Pennsylvania
Scale 1/8" - 1'
(Photo by Bauer of Englewood)

Before the wireless, there were many instances of captains making major decisions on their own. It was the nature of the times. Thus it came to pass that Captain David Porter, without orders, boldly set his sails for the Pacific. The cruise proved to be a great challenge. During the tempestuous passage around the Horn, the "ESSEX" was so buffeted and tossed about that she was almost dashed to pieces. Holding herself against the fury of the elements, she was finally, by the 5th of March, blessed with the pleasant southwest breezes of the South Pacific, and a tired but excited crew got its first view of the great Andes in the distance. It was an historic passage. The U.S. Frigate "ESSEX" became the first United States man-of-war to spread its sails in the Pacific Ocean.

Disregarding his various needs for the men and ship, Captain Porter now determined upon a short cruise before proceeding to Valparaiso. It would be a feather in his cap if he could manage a capture before making his arrival known. This private hope was doomed to disappointment. The enemy could not even be spotted, let alone be captured, for the "ESSEX" was constantly enveloped in heavy fogs. Her weather luck changing by the 13th of March, 1813, we find the "ESSEX" running nicely before a stiff southerly breeze by the grace of which she was able to round the Point of Angels and to come into full view of the town and port of Valparaiso. Porter was not ready to dock. Cautiously flying English colors, he kept the "ESSEX" running northward out of sight of the townsmen. On the 15th, having prepared sufficiently, Porter returned and anchored in the harbor of Valparaiso. There he was to find news awaiting him of an astonishing character.

While he was incommunicado at sea, the following events of importance had developed: 1. Chile had declared herself independent of Spain. 2. The Viceroy of Peru had sent out cruisers against American shipping. 3. Captain Porter's unauthorized appearance in the Pacific was an event of great moment to the health of American commerce as our merchantmen in these waters were at the mercy of English letters-of-marque, as well as to the Peruvian corsairs who now had their country's permission to prey upon American vessels. The year 1813 was to prove a momentous one in the career of the "ESSEX", satisfactory to the Navy Department and to the American people. For herself and her youthful commander, the Salem Frigate was to earn a lasting fame, perpetuated in part by the very able account Porter wrote of his historic South Pacific adventures in his "Journal of a Cruise". A first edition was promptly published in 1815 with a second edition following in 1822. The Journal merited publication, for Captain Porter's success in the Pacific was one of the most remarkable raiding expeditions in history that had ever been undertaken by a single ship. His renown could well have rested on the feat of his attack upon and capture of the British whaling fleet, which, as we shall see, almost entirely destroyed that important branch of British commerce. Porter's attack was in retaliation for the damage done to American commerce and whaling in the Pacific by English letter-of-marque whalers unleashed by "Mr. Madison's War".

On March 5, 1813 - twenty days after rounding the Horn - the "ESSEX" undertook her program of capture in the Pacific. At the outset she was successful in taking the "NEREYDA", Schooner, 15 guns, a Peruvian cruiser which had captured an American whaling vessel. Porter ordered the "NEREYDA'S" armament thrown overboard and dispatched the vessel to Calao. On the evening of March 20, 1813, began Porter's devastating offensive against the British whalers with his capture of the unarmed "BARCLAY", Whaleship. The "BARCLAY'S" misfortunes had multiplied. Previously, she had fallen prey to the Peruvian cruiser "NEREYDA". Now both vessels belonged to the United States. Before the fateful day drew to a close, the "ESSEX" had taken possession of the following whalers:

The "MONTEZUMA" - 270 tons, 2 guns, 21 men, with a goodly cargo of sperm oil. Sent to Valparaiso where both cargo and vessel were sold.

The "GEORGIANA" - 280 tons, 6 guns, 25 men, cargo of sperm oil. Oil ordered sold and the vessel converted into a cruiser. Armed with ten more guns and manned by a crew of 41 men, pressed into the service of the United States.

The "POLICY" - 275 tons, 10 guns, 26 men. There is no record as to the disposition of this vessel.

There is a two month lapse in the captures, then on May 28, 1813, we find the "ESSEX" taking possession of the Whaler "ATLANTIC", 355 tons, 6 guns and 24 men. Porter decided to convert the "ATLANTIC" into a cruiser by increasing her guns to 20 and manning her with a complement of 60 men. Thus outfitted, the "ATLANTIC" was later turned over to Lieutenant John Downes, an executive officer of the Frigate "ESSEX", and her name changed to the "ESSEX, JR.". Of the "ESSEX, JR." we shall hear more later. On the same day, the "ESSEX" was successful in capturing the "GREENWICH", Whaler of 338 tons, 10 guns, 26 men, cargo sperm oil. Porter converted her into a storeship and placed her in charge of Lieutenant Gamble of the Marine Corps. The "GREENWICH" was not destined for a lengthy service although given a fair trial. A check proving that the cost in man hours and materials to overcome deficiencies would be too great, Lieutenant Gamble finally burned the "GREENWICH" as unseaworthy at the Marquesas Islands. The taking of the "GREENWICH" completed the list of the captures made of the whaling vessels by the "ESSEX" herself. The following captures off the Gallapagos Islands were made in turn by the "GEORGIANNA" which had been fitted out as a cruiser and manned by "ESSEX" men.

On the same day the "GEORGIANA" manned by an American crew, took the following vessels off the Gallapagos Islands:

"CATHERINE" - Whaleship, 270 tons, 8 guns, 29 men, cargo sperm oil.
"ROSE" - Whaleship, 270 tons, 8 guns, 21 men, cargo of sperm oil.
"HECTOR" - Whaleship, 270 tons, 11 guns, 25 men, cargo of sperm oil.

The captain of the "HECTOR" decided to resist capture because he had a good supply of armament on board, 11 guns and a willing crew ready to chance a get-away. The Englishmen put up all of the resistance of which their vessel was capable, but their volley of gunfire was answered by five broadsides from the powerful American cruiser. Two men fell dead and six were badly wounded. The loss of one-third of her crew convinced the captain of the "HECTOR" further resistance was useless. He struck the British colors.

So far, Captain Porter had done well in chalking up an unusual record. Since undertaking his lone Pacific career, without benefit of instructions from Commodore Bainbridge, and lacking also the protection of the Commodore's Squadron he had to be self-sustaining. The necessities of his ship and company were accordingly provided by "living off the enemy". His responsibilities increased since his entrance into the Pacific. Captain David Porter was in command of an additional 189 men through capture. When the Frigate "ESSEX" had sailed out of the Delaware on October 28, 1812, she carried a company of 319 men. When the fateful day of May 28th was over, there were a possible 514 men for whom Captain Porter, age 33, was now responsible. It is not surprising then, to find a gap in the record until mid July. Time was needed to consolidate the winnings.

On July 31st the following captures of British whalers were made:

By the prize "GEORGIANA": "CHARLTON"- 274 tons, 21 men, cargo of sperm oil. Ordered to Rio de Janeiro with cargo and prisoners.

By the prize "GREENWICH": "SERINGAPATAM" - 357 tons, 14 guns, 31 men, cargo of sperm oil.

The largest vessel in the British whaling fleet with the most guns, the "SERINGAPATAM" did not readily submit to capture. Putting up a sharp resistance, she made a brief escape, but relentlessly pursued was finally overtaken and captured by the "GREENWICH". Once a companion vessel of the "SERINGAPTAM" in the British whaling fleet, the "GREENWICH" now sailing under American colors and manned by American officers and crew under American orders, the erstwhile Britisher took prizes for the United States.

"NEW ZEALANDER" - 259 tons, 8 guns, 23 men, cargo of sperm oil.
"SIR ANDREW HAMMOND" - 301 tons, 12 guns, 36 men, cargo of sperm oil.

The"SIR ANDREW HAMMOND" was taken by the "GREENWICH" on September 13th. Apparently this prize was later lost to the United States for we learn that the "SIR ANDREW HAMMOND" was recaptured by the "CHERUB" at the Sandwich Islands. This whaler had experienced misfortune to its crew. Midshipman Felters and three men were massacred by the natives of the Marquesas Islands. Not counting the crew of 36 on the "SIR ANDREW HAMMOND", the July successes of Porter had added 75 men to the rolls of the "ESSEX", making a total of approximately 589 men. To the brilliant leadership which resulted in such destructive action against the enemy, can be added business acumen. We must remember that Porter was on his own. He was not receiving money, men or supplies from the Secretary of the Navy because he requested none. Up to this time he had not drawn a dollar from Congress in order to meet the expenses of his cruise, a feat of financial management considering the enlarged fleet of which he was now in command. True to his plan, the enemy had furnished provisions, sails, the cordage he had worried about before rounding the Horn, medicines for his sick and wounded men, guns, anchors, cables and ship slops. The specie captured from the "NOCTON" was used to meet his payrolls.

After consolidating the gains of the September captures, Porter explored the area and attempted extension of the territorial possession of the United States for sea bases in the Pacific. In November of 1813, he took possession of Sir Henry Martin's island, also known as Nukahiva, in the South Seas. At this place in order to carry on the work needed for his fleet and to rest his crews from sea duty Porter built a village of six houses, a bakery and ropewalk. As a protection from the British and unfriendly natives, he erected a fort mounting six guns. Porter took formal possession, for the United States, of Nukahiva Island, largest of the Marquesas, re-christened the principle harbor Massachusetts Bay and attempted to establish an American colony there. An American, Captain Ingraham of the "HOPE", had discovered the Island and it was not Porter's fault that the United States government was lax in confirming his actual occupation. Eventually, with Catholic missionaries preparing the way, Rear Admiral Dupetit-Thousars took formal possession of the archepelago for France, who was prompt in claiming the Marquesas Island under whose flag it remains to this day.

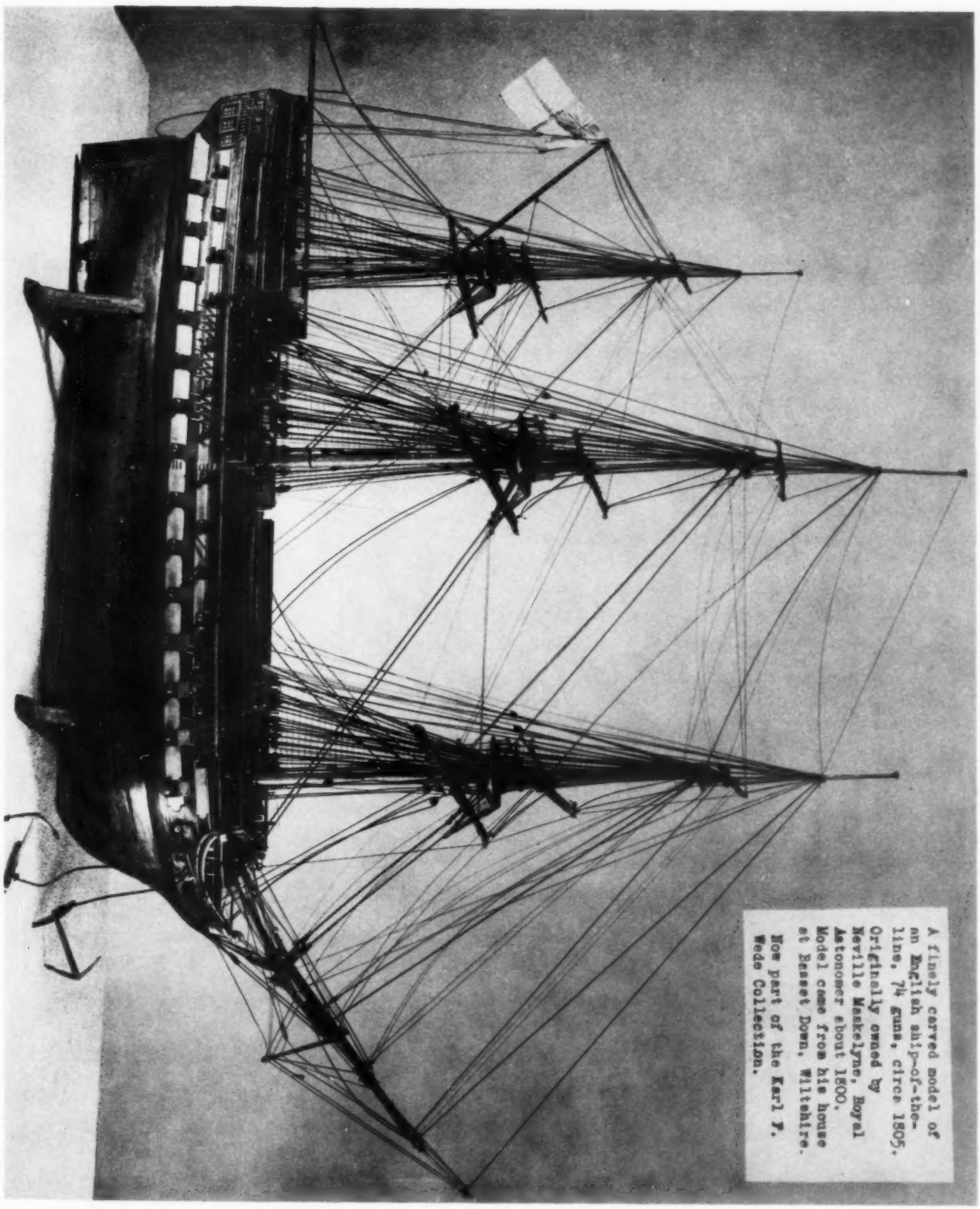
The Capture of the U.S. Frigate "ESSEX" at Valparaiso, Chile

After the first few months of 1813, the tide of war turned decidedly in favor of the British. During this year the "ESSEX" nevertheless took 14 prizes. The "CHESAPEAKE" took 6 prizes and the "CONGRESS" took 4 prizes during this period. Small craft contributed 18 prizes and the "HORNET" took in 3. In company with the "PRESIDENT" which took 13 prizes, the Brig "ARGUS", 16 guns, made bold cruises in the very sight of the British coast, raiding the English and Irish channels and wreaking havoc among British merchantmen. The British could not rest until they took the "ARGUS" which had done so much damage in their harbors. On August 14th, their Brig-of-War "PELICAN" intercepted the "ARGUS" off Ireland and forced a surrender after a sharp action of 50 minutes. The British were also successful in capturing the "CHESAPEAKE" and the "VIPER". Equally determined to put a stop to further depredations by the Frigate "ESSEX" in the far Pacific, they dispatched several vessels to effect her capture or demolition. The cruise of Captain Porter had proven to be unique in our maritime annals both for the boldness with which it was conceived and the success with which it was executed to the real detriment of British shipping.

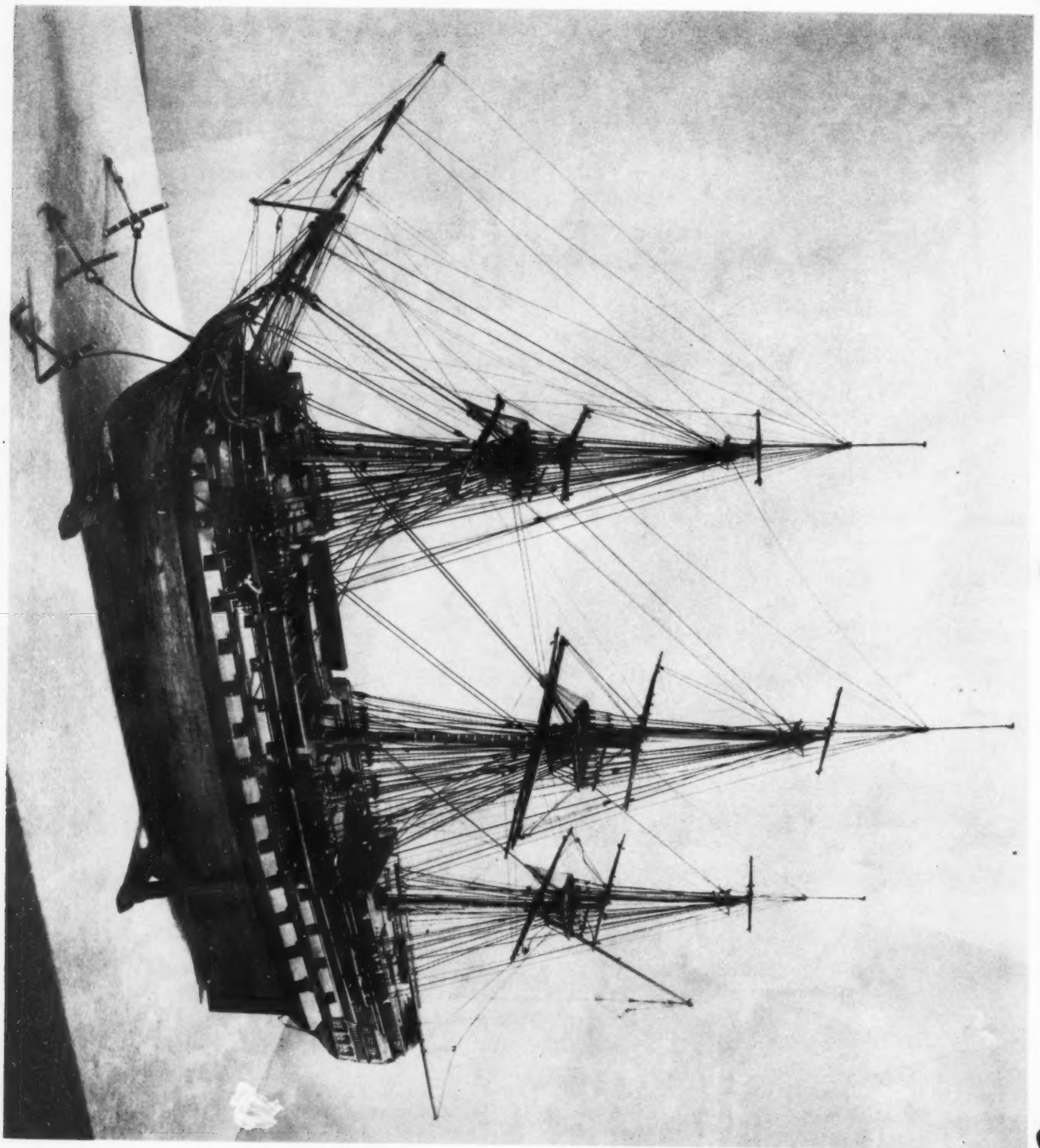
While Porter hunted his maritime game in the Pacific, the British maintained with hawklike vigilance their blockade of the Atlantic seaports of the Americans, dispatching some of their large ships for the purpose. All American shipping, for instance, was boxed in at New London, Connecticut, by a large squadron under the 74 gun "RAMILIES", Sir Thomas Hardy. As for the balance of our own Navy toward the end of 1813 and the beginning of 1814, Commodore John Rodgers exerted his protection of American merchantment by cruising in the "PRESIDENT", 44 guns, among the Barbadoes and West Indies. "OLD IRONSIDES" under Captain Charles Stewart, formerly in command of the "ESSEX", was in active service and was successful in capturing and destroying the British Schooner "PICTOU", taking her 75 men prisoner. Britain began to recognize the strength of her former colony and present adversary.

After Porter's island experiences of November 1813, we find him in company with his prize the "ATLANTIC", 355 tons, re-named the "ESSEX, JR." watering at San Maria and briefly looking in at Conception. Cruising along the South American coast, "ESSEX, JR." commanded by Lieutenant Downes and with a crew of 60 men, and the "ESSEX" came to anchor finally in the harbor of Valparaiso. After prolonged absence at sea, David Porter was surprised to find that the Chilean government, ostensibly a neutral in the War of 1812, now appeared to favor the British over the Americans. Nevertheless, Porter decided to remain in or off the port to await the British vessels he knew had been sent out with the express purpose of hunting him down. So intent were the British on catching Porter that they were ready to detach a squadron from other pressing services for this purpose. On the other hand, Porter awaited an opportunity to engage his enemy. If it were possible to draw a single vessel into combat, he might attain still another Pacific victory. Once the "ESSEX" made an appearance in the Port of Valparaiso she was-according to British viewpoint - trapped there by the British blockade. Porter did not consider himself trapped. According to his Journal, he deliberately remained in the vicinity to await the pursuers.

On February 8th, the "PHOEBE", 36 guns, Captain James Hillyar, made her appearance with a crew of 300 men. She was accompanied by the "CHERUB" of whose presence Porter had no previous warning. At this date the "CHERUB", 18 guns, Captain Thomas Tucker, had a crew of 140. Later both vessels increased their numbers to 320 and 180 by taking on additional personnel from British merchant vessels in the vicinity. When Porter had rounded Cape Horn he had on board 310 men, a normal supplement. This number had been reduced to 255 by the necessity of manning the prizes taken from the British. Invariably the best officers and men were chosen for this duty. The captured vessels had some sulking and disappointed seamen on board who were not always cooperative.



A finely carved model of an English ship-of-the-line, 74 guns, circa 1805. Originally owned by Neville Maskelyne, Royal Astronomer about 1800. Model came from his house at Basset Down, Wiltshire. Now part of the Karl F. Wede Collection.



Porter relates in detail the incident preceding, by some weeks, the battle itself in which the engagement was almost joined to his satisfaction and on his terms. It occurred in this manner. The British had manoeuvered themselves into a position convenient to the use of the short guns of the "ESSEX". The "PHOEBE" approached the port quarter of the "ESSEX" ten to fifteen feet distant. In anticipation of a contest at this juncture, the commanders of both frigates had cleared the decks for action. Porter's crew stood ready to discharge the guns and boarders had cutlasses drawn, eager to prove their hand-to-hand fighting prowess. This absolute preparedness of the Americans took the surprise out of the British strategy. The truth was that the Frigate "PHOEBE" had finally been eased into a position in which she was completely at the mercy of the "ESSEX". Porter fully intended to take advantage of his fortunes. Standing on the aftergun, Captain Hillyar now hesitated to engage in a contest which he realized was to his own disadvantage. Porter and Hillyar knew each other personally. Before giving orders for the "PHOEBE" to back down, to save face Hillyar inquired after Porter's health. Porter replied and strongly warned Hillyar "not to fall foul". Bracing back his yards, Hillyar remarked that "if he did, it would be purely accidental". "Well", rejoined Porter, "you have no business where you are; if you touch a rope-yarn of this ship, I shall board instantly". Considerably worried, the Englishman assured Porter that he "meant nothing hostile". The "PHOEBE" backed down and anchored half a mile stern of the "ESSEX". Having witnessed the scene, David Farragut gives a fine description of the incident in his Journal.

The matter appeared closed when Captain Hillyar afterwards met Captain Porter on shore and thanked him for his courtesy, owing the safety of his ship and crew to the gallantry of the American captain. At this chance meeting, Hillyar assured Porter that he would in the future respect the neutrality of the port. Thereafter began the strict British blockade of the port of Valparaiso. On the offensive, Porter waited for an opportunity to attack the "PHOEBE", preferably without the "CHERUB" in attendance. Porter sailed forth to attack on February 27th when the "PHOEBE" fired a weather gun for the "CHERUB" and he interpreted the shot as a challenge. The "PHOEBE" did not wait for the proposed contest. She hurried down to the protection of the "CHERUB". There has been derision by historians over this point, arising out of the irritation of the American officers who were repeatedly refused a contest. At this particular juncture, the "ESSEX" was a fair contender for the "PHOEBE" having taken on board the crew of the "ESSEX, JR." giving her 315 men.

For weeks thereafter Captain Porter tried to draw the British into a contest on his own terms, i.e. close quarters to accomodate his short carronades and hand-to-hand struggle for which his men were superably trained. Hillyar has been criticised for his refusal to fight when he was well protected by the "CHERUB" Porter's patience was exhausted. He decided at last to run the blockade so as to draw his two antagonists in chase. In a letter to the Secretary of the Navy he recounts his carefully considered plan for the contest or failing to gage the enemy, the manner of his escape from the blockaded port. Fate in the form of adverse weather visited the "ESSEX" before the plan could be executed. A very heavy gale from the south arose suddenly and parted the port cable, dragging the starboard anchor to the leeward. The "ESSEX" was under way and had made sail. Porter had proven by several trials that his frigate was faster than the "PHOEBE" and it was known that the "CHERUB" was a slow sailer. Having little anxiety about the "ESSEX" being able to escape, he did fear for his escort the "ESSEX, JR.". Just as the "ESSEX" rounded the outermost point of the harbor which, if successful, would have secured her safety, a heavy squall struck the ship. To the dismay of the Captain and the crew they saw the maintopmast go by the board. So heavy was the squall, before it passed, the gunwale was nearly under. The hapless "ESSEX" righted herself and prepared for another blow. In the heavy wind and rain which followed, Porter tried to regain the safety of the harbor. Now the wind shifted and

in her crippled condition the "ESSEX" just could not make it. He managed to anchor in a small bay three miles from Valparaiso and within pistol shot of the shore. (Damage occured on March 28, 1814 . Letter of Captain Porte r dated July 3, '14).

At this crucial point Porter needed no telescope to see that the British ships were reading themselves for the engagement. It became evident that James Hillyar would not keep his word to Captain Porter as to "respecting the neutrality of the port". (Under the changing political fortunes of Chile, it is a moot question as to whether neutrality existed at this time). While trying to repair the damage done by the storm, Porter and his men beheld the "PHOEBE" and the "CHERUB" bearing down for the attack. The "ESSEX" was anchored too near the shore for the "PHOEBE" to pass ahead. When the "PHOEBE" and the "CHERUB" glided down, the former took a position on the starboard bow of the "ESSEX" and the latter under the stern of the "ESSEX". All of Porter's efforts for many weeks to engage the British at short range, for which his peculiar armament would suffice, came to nought. The contest was destined to be waged at long range, in which event the "ESSEX" was incapable of properly defending herself, or waging an offensive.

Reference to the historic engagement in Valparaiso Bay on March 28, 1814 can be found in every naval record of the time. There is an aura of glory which still surrounds the loss to the American Navy of the Salem built Frigate "ESSEX". Porter's resistance, says Dudley Knox, "was a superb demonstration of fighting spirit which after all is the backbone of naval strength and the action is one of the most cherished traditions of the American Navy". In his report to the Secretary of the Navy written at Valparaiso (April 4th), Porter gives the following armament of the British and American vessels:

"PHOEBE" - 53 guns	"CHERUB" - 28 guns
30 long 18 pounders	18 32 pound carronades
16 32 pound carronades	8 24's
1 Howitzer	2 long 9's
6 3 pounders in the tops	180 men
320 men	

"ESSEX" - 46 guns	"ESSEX, JR." - 20 guns
40 32 pound carronades	10 18 pound carronades
6 long 12's	10 short 6 pounders
255 men	60 men

British: 81 guns : 500 Men
American: 66 guns : 315 Men

(In Roosevelt's History there is a breakdown of the broadside guns in make and weight. I have set up the above from Porter's report. All original accounts appear to agree on force of armament.)

(To be concluded)

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SLOPCHEST

Roger W. Bragdon has a copy of Carl Cutler's "Greyhounds of the Sea" that he would like to sell or swap. (Address: Meadowview Avenue, Hewlett, New York)

BOOK REVIEWS

"SEA WAR" by Felix Riesenberg Jr. - published by Rinehart & Co., Inc., 232 Madison Street, New York, N.Y. LOC card #56-7529 - $5.00 Review by Albert C. Wagner

Ever since I have been able to number among my personal acquaintances, a survivor of the terrible Murmansk Massacre, when German submarine wolf packs and aircraft sank the greater part of a hugh convoy have I waited for a needed book like "Sea Wolf". The author Riesenberg tells his story in stark and dramatic simplicity. With no waste of words, he starts off with the first American ship lost in World War II, the CITY OF RAYVILLE, November 8, 1940 and carries on to the BLACK POINT lost May 5, 1945. He writes of the loss of 570 merchant vessels and relates how the merchant marine personnel, almost totally ignored by the public, had to fight for prestige and honor on the home front as well as the enemy on the high seas. The author relates how the United States achieved a creditable merchant fleet with the "Hog Islanders" in World War I only to let it vanish during the years of peace. The fresh start undertaken for W.W.II under the direction of Admiral Land and the success of the "Victories" is fittingly discussed. The sad fact that our merchant fleet is again approaching the vanishing point ends with the Admiral's bitter remark "American will nenver learn". The work gives full credit to the accomplishments of the modern merchant sailor. Recommended as desirable reference material.

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"SAIL TRAINING AND CADET SHIPS" by Harold A. Underhill - published by Brown, Son & Ferguson, Ltd., 52-58 Darnley Street, Glasgow, W.1, Scotland - 60 shillings net. ($8.50). Review by J. W. Harbin

Members of the nautical research fraternity are always on the lookout for any new production by Mr. Harold A. Underhill. Certainly his "Sail Training and Cadet Ships", which he indicates is the first of a series, is worthy of serious attention and a favored spot on the book shelf. The book opens with a description of problems incident to the development of training schools of this particular category. The aims of sail training in a mechanical age is handled deftly and concisely, particularly as practiced in Britain and America. Following this are seven chapters devoted to particular training ships according to type of rig. For example, Chapter II relates to full riggers, Chapter III to four and five masted barques, Chapter IV to barques and so on. Each chapter contains data on training ships in alphabetical order by name of vessel. Some of the descriptive items are quite lengthy and relate to a fairly complete history of the ship in question, owners, descriptive details and so on. When dealing with some particularly well-known ship, the author has treated lightly, the well known facts and concentrated on the lesser known details. The volume is profusely illustrated with photographs from various contributors and a number of wash drawings of the artist-author. Appendix I contains a list of training ships arranged in chronological order from 1838 to 1955 and includes names of ship, owners, rig, flag, tonnage, dimensions and miscellaneous notes. Appendix II contains ship drawings and related descriptive material. There are 44 folding plates included in this section and the excellent drafts complete a very fine undertaking.

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INTRODUCTION OF NEW MEMBERS

BALDWIN, Jr., JOHN F. - 51 Mountain Road, North Wilbraham, Massachusetts. --advises he is a model builder and artist interested in the period from 1800-1900. Introduced to the Guild by Dick Orr.

ASKAM, HAZEL THEO - RD #2, Box 153, Wallingford, Connecticut -- is a model builder and prefers clippers and whaling ships. Also a collector of early whaling material, carries on research study of Herman Melville and interested in marine biology.

FLOYD, CHARLES L. - 2410 Pioneer Road, Evanston, Illinois -- is a shipmodel builder. We hope to give further details when a further report is received.

HART Sr., RICHARD F. -- 4435 Piedmont Avenue, Oakland, California -- states his interest is "egeneral", but indicates preference for trans-ocean passages of small boats and design of yachts and ships. He is a modelbuilder and period of research ranges mostly from 1700 to 1900. Also a member of the Slocum Society.

HINES Jr., EDWARD G. - 40 Edward Cody Lane, South Weymouth, Massachusetts -- is a member of the Bay State Ship Model Society and prefers to model naval sailing vessels and whaling ships.

KONONCHIK Jr., JOSEPH J. - 3 Morton Street, P.O. #105, Niantic, Connecticut -- Introduced by Dick Orr as a fellow model builder and artist. Period of interest is from 1800 - 1900.

LARSON, DR., JOHN M. -- Warroad, Minnesota - Informs us he is a modelbuilder interested in sailing vessels built prior to 1900; also a collector of books, prints and nautical literature.

LINDSTAHLS LILLA BOKLADA, Birger Jarlsgatan 102, Stockholm, Sweden -- Book dealers, importers, etc.

McALICE, BERNARD J. - USS TENCH (SS 417), Fleet Post Office, New York, N.Y - writes he has always been interested in ships and the sea. Was active modeler prior to entry in USN 6 years ago and is now particularly in naval craft built between 1800-1900., preferablt small craft peculiar to certain locales. Next project USS HARTFORD.

OLGUIN, JOHN M. - Cabrillo Marine Museum, 3720 Stephen White Drive, San Pedro, California -- is currator of the museum. Maritime Section was dedicated in September of 1951 and now includes 30 ship models (various), nautical instruments, ship logs, sailing ship pictures, early harbor history, scrimshaw, etc.

QUAYAT, ALBERTO J. -- 11 Soundview Avenue, Rye, New York, indicates his interest as "anything that is not power driven". He is a part-time model builder, likes yacht racing and cruising, partial to antique and modern charts, and once sailed to Magellan Straits and back in a Gloucester schooner.

ROGERS, KENDALL - 333 Bradhurst Avenue, Hawthorne, New York -- His research covers American privateers from Morgan to La Fitte, also the Rogers' ships built on the coast of Maine. He is interested in data about the ship MAJOR, which became the RANGER and ended as the prize HALIFAX. Other material being sought on Morgan's flagship JOLLY ROGER, references on William or Jesse Rogers, and data connecting the early American settlements with the buccaneering business.

ROSS, NORMAN - 3920 Madison St., Hyattsville, Maryland - is a member of the Washington Ship Model Society and is presently concentrating on New Englad built sailing vessels, particularly those used in fishing and whaling industries. He has a Gloucester schooner underway.

ROYER, PHILIP F. - 1323 Morton Avenue, Rutledge, Pennsylvania -- Pending receipt of a membership report, all we know is that the gentleman is a top-notch modeler.

P.K.W.Z."RUCH", Srebrna 12, Warsaw, 3 - Ruch-, Poland -- no membership received.

RUSSELL, ROBERT W. - 55 Old Mill Road, Rochester 18, New York -- writes he is active in sailing and cruising in a "Thistle" Class craft. Interest lies in contemporary craft and related research.

SAN FRANCISCO PUBLIC LIBRARY - Civic Center, San Francisco 2, California

SHEPARD, WILLARD O., Jordan Cove Circle, Waterford, Connecticut -- is a model builder of the rib and plank and rib variety. He is also an author of such historical novels as "Holdfast Gaines", "Jenkin's Ear" and hopes to do a maritime history of Connecticut. Mr. Shepard has worked in five wooden shipyards and the model shop at Electric Boat and feels he is fairly well grounded on full-size boat and ship construction.

SNOWMAN, PAUL - Miles Road, Rutland, Massachusetts -- A plank and frame model enthusiast, specializing in Gloucester fishing schooners of modern times. Will welcome contacts on his favorite subject.

TAIT, WILLIAM C. - 2300 Mason Street, San Francisco, California -- advises he has owned and sailed boats (racing and cruising) for 35 years on the Pacific Coast, including Puget Sound and Mexican Waters. He is interested in racing sail boats and windjammers.

TERRY, LEWIS J. - Blue Bell Road, R.D. #4, Norristown, Pennsylvania -- is a member of the Philadelphia Ship Model Society and is interested in naval and sailing ships circa 1890. Presently engaged in collecting data on the "City of Philadelphia" (1800-1804). Mr. Terry likewise indicates his research efforts cover communications and radio controlled models.

VRANIAN, F. RICHARD - 7512 Greengate Drive, Richmond 26, Virginia -- is a member of the Richmond Ship Model Society and carries on research of vessels taking part in American history (naval and commercial). He is an artist and model builder. Period of interest ranges from the 17th century to date. Mr. Vranian was one of the volunteer crew of the SUSAN CONSTANT ("Jamestown fleet") during early training cruises.

WILKINS, ED - 9767 Larga Drive, Dallas 20, Texas -- informs us he is a draftsman, illustrator and model builder specializing in the period 1845-1912. He is likewise a sailing enthusiast and former owner of the "Sans Souci" (Star Class sloop). Anyone interested in the ESSEX CV-9, may learn he has some materials available for reference.

CHANGES OF ADDRESS

BABCOCK, ERIC W. - 27 Groton Road, North Chelmsford, Massachusetts
BERGER, GLENN C. - 437 Cherry Street, San Francisco 18, California
BERTRAND, GEORGES, 294 Silver Street, Hanover, R.D.#2, Massachusetts
FRANCOIS, RICHARD G. - 226 W. Alamar Avenue, Santa Barbara, Calif.
ISHERWOOD, Mrs. MARION GLARDON - 3426 Grand Central Ave., Tampa, Florida
MAYBERRY, MILES R. - 4104 Newcastle Rd., Oklahoma City 19, Okla.
SPANOS, JAMES A. - 9945 Hilltop Drive, Baltimore 34, Maryland
STEVENS, JOHN R.- c/o Marine Historical Assoc., Mystic, Connecticut
TAYLOR, J.B. - c/o Amalgamated Electric Corp., 384 Pape Avenue, Toronto, Ontario, Canada
VAN FELIX, ABRAHAM B.- 119 Thomas Ave., Bethpage, Long Island, New York.
After May 1, 1957 - SHEPHERD, RALPH C. - c/o Glassford, 116 Ashley Street Chatswood, Sydney, NSW, Australia

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Asst. Chrmn. Mrsp. Comm., F. J. Watson, Jr., 204 David Dr., A-1, Bryn Mawr, Pa.

The Secretary's Bi-Monthly Report to Members of The Nautical Research Guild

The Secretary regrets again being behind schedule with this production of the first JOURNAL for 1957, but is rash enough to promise that there will be five more numbers produced this year provided the material is made available and funds provided through payment of dues. Bills are being prepared now to send to members who prefer such reminders - and if there should be some slip up, please drop a card to the Secretary and the records will be adjusted in a jiffy. Membership cards are being provided this year as dues are received. If you have not received yours, please advise.

There has been quite a bit of public interest in old ships during recent winter months. The Jamestown 350th Anniversary celebration of the settlement of Virginia has produced three replicas of the SUSAN CONSTANT, DISCOVERY and GODSPEED. The first vessel has been available for public inspection (the other two are too small) and proved quite popular. During a recent week-end tour to Washington D.C. several hundred thousand residents and visitors to the Capitol their interest by creating a monster traffic jam that lasted for hours. It is anticipated that similiar occasions will arise when the replica of the MAYFLOWER arrives from England and visits local ports. A tiny newspaper dispatch recently indicated an offer had been made by an individual to restore the old battleship OLYMPIA, now sadly deteriorated at a dock in the Philadelphia area. In a similar manner, it was learned that the CONSTITUTION was placed in drydock for inspection and repairs not long ago. Nothing has been learned recently about the CONSTELLATION, but perhaps some of our Baltimore members can brief us on the subject before the next publication date of the JOURNAL.

Mr. Edmund Moran has advised that the fishing schooner L.A. DUNTON has not been accepted as a museum ship by Gloucester authorities, and there is some thought of trying to have the vessel accepted by Mystic Seaport for exhibition purposes. Word of the final disposition of the vessel has not been received, but we hope it will be favorable. Much further south, in Peru to be exact, Ralph Shepherd wrote recently that the OMEGA was at anchor off Callao loading supplies for the Guano islands. Here also was the MALABOO, ex TELLUS which had been purchased for use as a yacht club, but converted to a hulk loaded with scrap iron for Europe, after failing in the more "plush" occupation.

The 1956 Index for Volume 8 of the NAUTICAL RESEARCH JOURNAL was the work of member Captain Merritt A. Edson, Jr., and we are deeply appreciative of his contribution. We hope to present an even more comprehensive Membership Roster with our next issue and all members wishing to be included thereon should take care of the annual chore of sending in 1957 dues.